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1998 GENERAL PLAN UPDATE

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Resolution No. 96-74

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COTATI ADOPTING A GENERAL PLAN AMENDMENT APPROVING CHANGES TO THE GENERAL PLAN TO ALLOW ADDITIONAL HEIGHT FOR STRUCTURES IN GENERAL COMMERCIAL AND HIGHWAY COMMERCIAL LAND USE DESIGNATIONS

WHEREAS, the City Council of the City of Cotati has considered an application for a General Plan amendment to change the General Plan land use definitions concerning height restrictions in the General Commercial and Highway Commercial land use designations; and,

WHEREAS, the Planning Commission considered the General Plan amendment on September 3, 1996, and recommended its adopting by the City Council; and,

WHEREAS, the proposed amendment reads as follows:

GENERAL COMMERCIAL - General Commercial land use designation provides for the basic business and service needs of the local community. Office and multi-family residential land uses which are easily integrated into the adjacent districts are also appropriate in the General Commercial district.

Building Intensity: The maximum building coverage is 80%; *the height limit is 50 feet.*

HIGHWAY COMMERCIAL - The Highway Commercial land uses designation applies to land adjacent to major arterials and permits uses which serve the traveling public and regional needs of the area.

Building Intensity: The maximum lot coverage is 80%; *the height limit is 50 feet.*

WHEREAS, a Mitigated Negative Declaration has been prepared and certified by the City Council which evaluates all anticipated environmental impacts and provides mitigation measures which will reduce them to a level of insignificance; and,

WHEREAS, the City Council on notice duly given held a public hearing on September 25, 1996, to receive public testimony regarding the proposed General Plan amendment.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Cotati does hereby approve the proposed General Plan amendment.

****

This resolution was adopted on the 25th day of September, 1996, by the following vote, to wit:

DELL 'OSSO	Yes
ELLES	Yes
BERKEMEIER	Yes
CULLINEN	Yes
MILLER	Yes

APPROVED: _____
Mayor

ATTEST: _____
Deputy City Clerk

CITY OF COTATI
1998 GENERAL PLAN UPDATE

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EXECUTIVE SUMMARY

Executive Summary

In 1990, the City Council of the City of Cotati adopted a new general plan. This plan was the result of four years of preparation: the original draft was prepared as a project with the General Plan Workshop class at Sonoma State University. This product was then re-written after several years of public hearings.

The 1990 General Plan is a good document. Many, if not most of the policies and programs are still applicable to the City. Therefore, the document does not need to be re-written in its entirety. Rather, only minor portions of the document need to be updated or changed.

There are several areas which require either updating of data or the inclusion of new information, such as air quality impacts and restrictions, an update of vehicle, bicycle and pedestrian needs, the inclusion of specific plans adopted since 1990 and more detail on noise impacts and restrictions. Many of the identified changes are a result of using the document for the past five years. There is nothing like experience to point out shortcomings in any important policy blueprint.

Cotati's General Plan is unique in that emphasis has been focused on four major areas which reflect the concern of the community's residents: Community Development, Quality of Life, Economic Vitality and Community Identity. These specific chapters reflect Cotati's desire to preserve its rural environment while continuing to provide the incorporated areas with necessary urban amenities. They also reflect Cotati's desire to remain a distinct and unpretentious small town while accepting the reality of being surrounded by a rapidly growing county and neighboring cities.

Community Development focuses on development of usable vacant lands within the city before considering annexation of new land. When land is considered for annexation, it shall be evaluated by criteria including its location within the Sphere of Influence and the city's ability to provide services. Clustered housing is favored in order to conserve land and to provide more open space for the residents. Placing frequent transit stops along arterials reduces the need for private cars and thus congestion on Cotati's streets. The need for adequate parking is addressed when commercial enterprises are located adjacent to residential areas. This chapter includes the mandatory elements of land use, circulation, noise, and safety.

The Quality of Life section focuses on Cotati's desire for an identity which is unique yet unpretentious. Residents' views tend to center on conservation: conservation of the land, conservation of energy, conservation of rural vistas, and conservation of the small town atmosphere. Programs designed to accomplish these goals include: solar heating access for new homes, deciduous shade trees, preservation of hillsides for retention of parks and of open

space, preservation of a diverse housing stock, and minimal disruption of the land when construction does take place, and citizen involvement in the City's decision-making process. This chapter includes the mandatory elements of housing, safety and conservation, and the optional element of public facilities and services.

The Economic Vitality section focuses on Cotati's opportunity to take advantage of residential and business growth which is moving steadily northward from the Bay Area. Establishing the Hub as the principal economic center and the principal visual center of the community is a key policy. Every city needs a "there" there (according to Gertrude Stein) and Cotati has the Hub. By focusing retail and service activities in the Hub, Cotati can establish a visual identity distinct from other communities. Industrial growth will be focused in the R. C. Industrial Park area (west of the highway) and commercial highway activities will center along Old Redwood Highway and the Highway 101 interchange with Gravenstein Highway. This chapter includes the mandatory elements of land use, circulation, conservation and safety.

The Community Identity section focuses on the citizens' desire to retain the unassuming, relaxed atmosphere of a rural, small town. There is also a strong sensitivity to agricultural lands that have traditionally surrounded Cotati. To accomplish these goals, the scale and exterior finishes of building in the Hub shall be similar to "Old California" styles and compatible with existing structures. Street furniture and landscaping shall be compatible in style, scale and color with surrounding buildings--providing visual and physical resting places. To accomplish this goal, this General Plan document proposes that a Specific Plan be prepared for the Hub area. Residential densities on the fringe of the city shall be kept low, and agricultural land will be protected from development. This chapter includes the mandatory elements of land use, open space, conservation, circulation, and housing. It also includes the optional elements of scenic highways and urban designs.

Cotati's General Plan provides for expansion of residential, commercial and industrial facilities, while maintaining the individuality and identity that has distinguished Cotati from its neighboring communities.

PURPOSE OF THE GENERAL PLAN

The purpose of the General Plan is to provide guidelines for growth and development which will enhance and preserve the City's small town character. The plan must reflect the desires of the community if it is to serve as a framework for public and private development. The General Plan is a phased time plan (20-25 years) for directing growth and development.

As mandated by state law, the General Plan must contain provisions for seven elements: Land Use, Housing, Circulation, Safety, Open Space, Noise and Conservation. In addition to these, Cotati's plan includes measures for energy and natural resource conservation, public facilities and standards for development design specifically aimed at maintaining Cotati's unique identity. The plan is a set of goals, objectives, policies and

implementation programs that will enable the city to grow in an orderly fashion. The goals are broad descriptions of the direction toward which the City aspires. Objectives are specific statements of a desired future condition that break down the goals so that a City can begin to form policies. Policies spell out measurable directions for how the city should develop, and programs are the tools, establishing the "who", "how" and "where" necessary for achieving policies. A General Plan is not complete unless it includes specific implementation programs for achieving community goals.

The General Plan must be internally consistent; for example, the goals, objectives, policies and programs for each element cannot conflict and should support each other. The plan includes maps, figures, and tables in support of the plan elements. It provides an overall sense of how the community will grow within the specified time period. As the community's values and needs change, so should the General Plan; a city that continually updates its plan can be a viable city well into the future.

And finally, the material utilized in the formation of the 1998 General Plan Update is derived from comprehensive analysis conducted prior to the creation of the Plan. In Cotati's case this Technical Background Report was compiled by Sonoma State University in 1986. Much of the statistical information has been updated using ABAG reports, the 1990 census information and California Department of Finance 1997 population estimates.

The Housing Element was prepared in 1992 by the consulting firm of Paul Schabracq and Associates. This Housing Element was certified by the California State Department of Housing and Community Development. At this date, the City of Cotati is only one of three communities in the County of Sonoma to have a certified Housing Element.

REGIONAL SETTING

Sonoma County is one of the nine counties which comprise the San Francisco Bay region. The southern boundary of the county is 35 miles north of San Francisco. The major transportation routes are oriented north and south with U.S. 101 bisecting Sonoma County and the city of Cotati. The Gravenstein Highway leads west from Cotati to the Russian River resort areas and the Pacific Ocean. Incorporated as a general law city in 1963, Cotati has developed around a hexagonal central plaza (a registered historical landmark).

Located at the southern end of the Santa Rosa Valley, the City of Cotati is nestled in gently rolling, tree-studded hills. Approximately 50 miles north of San Francisco, Cotati enjoys a Mediterranean-style climate with mild winters and warm summer days, cooled in the evening by Pacific fog. The noted horticulturist, Luther Burbank, once remarked about this area, "I firmly believe from what I have seen that this is the chosen spot of all the earth."

Within easy access to San Francisco and the Bay Area, the Pacific Ocean and the Russian River resort areas, Cotati combines country living with the amenities of urban life.

CITIZEN INVOLVEMENT

"...the general plan will be an effective guide for future development only if it has been prepared with the active involvement of the public and adopted with the support of broad public consensus."

- from the General Plan Guidelines
for the State of California

Citizen input has been the framework for organizing this document. This input has consisted of an issues study, a public opinion survey, and suggestions for a number of citizen involvement methods for the future.

An issues study, conducted in the fall of 1985, uncovered a number of concerns in the community which were then incorporated into an opinion survey.

This survey consisted of 43 questions grouped into the broad categories of Housing, Public Services, Parking, Business, Growth Limits/Open Space, Demographics, and general questions regarding the advantages and disadvantages of life in Cotati.

In conducting the opinion survey, students from Sonoma State University interviewed 233 Cotati residents. The citizens were chosen by a method designed to provide a 95% confidence level.[1] Other methods were also employed to achieve randomness. The demographic data indicates that a broad cross-section was surveyed. There is an approximately equal ratio of male to female respondents, and a wide range of income levels, occupations, and age groups.

Results

The most apparent and agreed-upon opinion was the enjoyable small-town, rural atmosphere of Cotati, which is considered a strong and positive element of life here. Most of the negative elements mentioned (when asked what they dislike about Cotati) were, not surprisingly, related to urbanization.

When asked what type of housing units will be needed in the future, the largest number of people said single-family homes. The survey results also indicated a need for affordable housing in general.

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[1] Confidence level: the likelihood of 100 random samples having the same results as would interviewing the entire population.

Under the category of public services, the responses indicated an overall satisfaction. An average of only 20% of the citizens saw problems in the following areas: public transit, animal control, water and sewer services, street maintenance, the police force, and the schools (due to overcrowding). A community meeting place and a park are also needed.

Questions concerning business and economics yielded these results: 1) 50% did not favor the establishment of more entertainment businesses; 2) 60% wanted more businesses oriented toward other goods and services, and 3) about the same number opposed as favored the idea of industry moving to Cotati.

The final group of questions considered open space and growth limits. Though realizing that some growth is inevitable, it is quite clear that the citizens want to keep their rural identity: 65% want to preserve the agricultural and rural land surrounding Cotati, nearly 60% oppose merging with Rohnert Park, and almost 70% wish Cotati to be either a rural town or "the same as now" in the next 20 years.[2]

METHODOLOGY

The General Plan for Cotati represents two phases of methodology. The first was a nine-month effort on the part of Sonoma State University's Planning Workshop that included: data collection and analysis, and plan preparation. The second phase was the refinement of this plan by the City of Cotati's Planning Staff to achieve the policy direction of the Planning Commission and City Council. The methodology, or process followed in preparing the Plan, is given to assure its relevance to the community.

Data Collection and Analysis

The process began with an Issues Study that provided the Workshop with an overview of local issues. A land use survey was then conducted within the city to identify parcels of land in terms of site adaptation, size, location, land use, and quality of upkeep. With this information a land use map was made, showing the actual use for each parcel.

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[2] Anyone wishing more details of the methods and results of the public opinion survey should consult the Draft Technical Report in preparation for a general plan for the City of Cotati prepared by the Sonoma State University Planning Workshop in fall, 1985 (available for reference at the Cotati Planning Department).

To obtain citizen input on a range of planning topics important to Cotati, a Public Opinion Survey was carried out by the Workshop. The Issues Study served as a basis in formulating questions for this survey. A computer was used to compile the information.

The Workshop then divided into groups to study Cotati's environmental systems, housing, economy, parking, and population characteristics and trends. A transportation survey was conducted by the Workshop to discover origins and destinations of travel for Cotati's residents. This information was entered into a computer and the results mapped to show the major travel patterns in Cotati and the region.

With all the studies and surveys completed, the collected information was summarized and combined into a single report. That document, the Draft Technical Report, served as the basis for this General Plan.

Plan Preparation

In the spring of 1986, work began on the next major effort, the actual preparation of the Plan. The process included identification and definition of major problems and opportunities to be addressed; development and analysis of planning alternatives; and development of a preferred alternative.

The Workshop began by dividing into teams, focusing on the four major areas of Community Development, Quality of Life, Community Identity and Economics. All groups worked together to ensure consistency in both the process and the plan.

Work began with each team analyzing data collected for the technical report. Goals were then formulated by each team that encompassed their elements. These goals became the focus of the plan.

Objectives and policies were developed for the goals in conjunction with specific problems and opportunities present in Cotati. Each team then developed implementation measures (action programs) for each policy. All groups coordinated efforts to assure consistency. The process was designed to produce a General Plan founded on the values of the community and reflecting the future needs of Cotati.

The 1998 General Plan Update takes the previous efforts and builds upon them by incorporating the findings of the La Plaza Specific Plan, the Gravenstein Highway Master Plan, new noise and air quality studies, the "1996 City-wide Traffic Analysis" and the adopted Housing Element. Updating of public services and infrastructure information also was undertaken.

TRENDS AND ASSUMPTIONS

A trend, according to Webster, is "a direction of movement; a line of development." By studying various "lines of development" and the factors affecting those trends, assumptions can be made regarding the probability of events happening in the future.

In formulating the General Plan, local, regional, state and national trends were determined. Based on these conceived trends, inferences were made concerning the future needs of Cotati.

Population

There has been a dramatic increase in population both in Cotati and the surrounding region over the past 15 years. Between 1985 and 1990 Cotati experienced a 39% growth rate. This has slowed to 17% between 1990 and 1995. This compares with an increase of 35% in Sonoma County as a whole. This trend is expected to continue, but at a slower rate than in the past 15 years. This is in comparison to the nation as a whole which shows a trend toward a more stabilized population overall. Growth varies throughout the nation, with some areas showing a decrease. Generally, the western and southwestern states are experiencing the greatest increase; with California being one of the growth leaders and Sonoma County one of the fastest growing regions in California. Efforts by communities to slow growth may have some effect but, generally, growth can be expected to continue.

The trend nation-wide, as well as locally, is an older population due to an increase in life expectancy and smaller families. Cotati has a younger population than the rest of Sonoma County, in large part due to its proximity to Sonoma State University, and this trend is expected to continue as the enrollment at Sonoma State University increases.

The citizens of Cotati have stated their desire to limit the physical expansion of the City to defined boundaries. This was first expressed in a ballot initiative in 1991 that established an Urban Growth Boundary. This boundary was co-terminus with the 1990 Sphere of Influence. With the adoption of the County Community Separator Policies and Map, it has become apparent that the original UGB and the 1990 General Plan Sphere of Influence were too extensive. The Updated General Plan reduces the Sphere of Influence to a much smaller area.

Housing

Housing prices in California are higher than the national average, especially in the San Francisco Bay Area. Sonoma County's housing prices are increasing, but the level at which they are increasing has slowed over the past few years. Nonetheless, prices can be expected to continue increasing, as more people move to the North Bay. Recent trends seem to indicate that a growing segment of the population is unable to afford the traditional single-family home on a separate lot. As prices continue to increase, higher density, cluster-type

developments at more moderate prices will become more popular, especially in areas like Sonoma County where the population is increasing rapidly and residential land is at a premium.

Though interest rates are currently comparatively low, it is uncertain whether these existing levels will continue. The remodeling and renovation of older homes will likely increase in popularity as an alternative to purchasing new homes.

Transportation

In spite of growing traffic congestion, the automobile continues to be the most popular mode of transportation. Current low fuel prices and smaller, more fuel-efficient cars encourage this reliance on automobiles. Traffic problems in Cotati, especially in the Hub area, can be expected to increase as Cotati grows. The increased population in the region, together with traffic frustrations, may make regional public transit more feasible.

With more people moving to the North Bay and commuting to San Francisco or Marin County, congestion on Highway 101 can be expected to get much worse. This, in combination with increased parking problems and costs in San Francisco, could be the impetus for getting people to shift to an alternative means of transportation. The popularity of such programs as the Park-and-Ride would have to increase, in order to deter the reliance on the automobile, which is not likely to change over the near term.

Economy

Low interest rates have been a boon to the economy nation-wide. Though the national economy appears stable, interest rates may be expected to increase, with a corresponding increase in inflation.

The electronic and defense industries have contributed to the economic growth of California. A slower expansion in the electronics field is expected to continue. Agriculture should continue to be a significant element of the state's economic well- being.

Agriculture and tourism are Sonoma County's main industries. Both may decline as agricultural lands are converted to residential and commercial uses.

Both in Cotati and the surrounding areas, service-oriented businesses are outpacing other types of businesses. While this provides more jobs for the increasing population, jobs in this segment of the economy tend to be lower-paying than other types of businesses.

Energy and Natural Resources

With the continued national reliance on foreign sources for our energy needs and the ever-present threat of an oil shortage, there will be continued pressure to exploit our natural resources.

Efforts to preserve these resources will continue to be stronger in areas that have an abundance of natural amenities, such as Sonoma County.

Assuming the price of energy increases, people may, generally, be more willing to accept conservation programs that exemplify ways of cutting back on energy costs. Alternate energy sources and the energy-efficient design of buildings will continue to be stressed in Cotati.

OPPORTUNITIES AND PROBLEMS

Before identifying objectives to meet each goal, opportunities to be explored and problems to be addressed in the development of the Plan were first identified. There are numerous opportunities and constraints which exist in Cotati, for example:

As land values continue to increase in neighboring counties, such as San Francisco and Marin, demand for land by the northward migrating population will be felt in Cotati. The location of Cotati next to Highway 101 and Gravenstein Highway allows residents access to other parts of the County and the Greater Bay Area. Business and industry would find this accessibility convenient for use by its employees and customers, and to meet their shipping and receiving needs. While Cotati's present land supply is limited, there are areas within the city boundaries where affordable housing, such as condominiums and cluster units, can be constructed. There is also vacant land immediately adjacent to the city which could be annexed for a variety of land uses, including residential.

The adoption by the City Council of the La Plaza Specific Plan has reinforced the importance of the Hub (La Plaza area). The Hub's unique design can be emphasized by proper urban design. The vacant land in the Hub area could be developed so as to emphasize the Hub layout. Basic public service systems are in place, such as utilities, sidewalks and a bandstand.

The topography offers a variety of environmental amenities for residents. There are rolling hills that offer scenic views. Scenic routes along creeks could be and are being developed for bicycle and pedestrian traffic. New residential development adjacent to creeks is being designed to integrate the built and natural environments. These features are appealing and contribute to the unique character of the city.

In order to achieve the goals stated in this General Plan, Cotati has several problems which were identified in the 1990 General Plan. Many of these problems still need to be addressed. There are incompatible land uses on adjacent parcels, such as a construction materials facility located between two residential areas. Future development must be more compatible with existing land uses. Efficient circulation throughout Cotati is hampered by increased traffic volumes on Old Redwood Highway and East Cotati Avenue, due primarily to significant new development in Rohnert Park. Although recent traffic improvements, such as the new traffic signal at Old Redwood Highway, have resulted in the more efficient flow of traffic, traffic congestion will continue to be a challenge as Rohnert Park continues to grow. An unfortunate consequence of this congestion is that some residential streets that were not intended to handle large amounts of traffic are also experiencing large volumes. This jeopardizes the integrity and safety of the neighborhoods.

The City of Cotati has been pursuing land use policies on Industrial Avenue which will take advantage of a future light rail commuter facility. This will become an important component in the future transportation network for both the City of Cotati and the region. This will provide an option to traditional car dependency.

Lack of adequate street lighting and street maintenance, areas of natural hazards, dilapidated housing, and the lack of a disaster evacuation plan are some of the problems of maintaining a safe environment.

Commercial and industrial enterprises are insufficient to provide goods, services and employment opportunities to the city's residents. Providing certain urban conveniences may conflict with Cotati's desired small town atmosphere. There is too much underutilized land in the Hub and no transitional architecture between old and new development.

POPULATION AND EMPLOYMENT

The earliest recorded population of Cotati was reported as 1,382 for the year 1965. At that time, Sonoma County had a population of 182,019. By 1975, Cotati's population had reached 2,860, an increase of 108.8%. By 1980, Cotati's population was 3,475: an increase of 21.5%, or an average annual growth rate of 4.3%.

The population of Cotati as of 1985 was 4,080, a five-year increase of 17.4%, or an annual increase of 3.48% The population as of Jan.1, 1990 was 5,700, or an increase of 39.7%. This yields an annual average growth rate of 7.9%. The population for Cotati as of Jan. 1, 1996, is 6,501. The growth rate for the last six years has been 14%, or an average of 2.3% per year.

In the process of preparing population growth estimates, the Association of Bay Area Governments (ABAG) evaluates a greater area than just the City of Cotati corporate city limits. Their evaluation includes the population that resides within the "sphere of influence"

which includes both the City of Cotati and a section of County territory outside the actual municipal boundary lines. ABAG population projections until the year 2005 are as follows:

COTATI POPULATION (CITY AND SPHERE)

	1990	1995	2000	2005	2010
Cotati	6,115	7,200	8,100	8,900	9,600
(rate %)		17.7%	12.5%	9.8%	7.8%
Sonoma County	388,222	431,800	468,900	507,600	539,600
		11.2%	8.5%	8.2%	6.3%

After reviewing growth trends and the supply of developable land within the sphere of influence of the City of Cotati, it is believed that the ABAG numbers may overstate the rate of growth of the Cotati area. Cotati is actively implementing a Growth Management Program. Under this program the City is limited to issuing 75 residential building permits per year, (plus an additional 25 "affordable units"). However, during the past few years, the average growth in residential units has been closer to 50 units per year. Using 50 homes per year as an average will yield a more realistic growth projection:

COTATI POPULATION (CITY ONLY)

	1990	1996	2000	2005	2010
Cotati	5,700	6,501	7,033	7,565	8,097
(rate %)		14%	8.1%	7.5%	7.0%

To arrive at the population projections the number of units per year is multiplied by the number of years (5) and by the predicted number of persons per household or 2.66 persons per household (pph). The 2.66 pph is derived from ABAG's population projections. Factors which will lead to increased population projections include the demand for housing within the Sonoma County area, the availability of sewer capacity, and the growth of local employment centers. These numbers should be viewed as guidelines. A population growth which exceeds these

numbers will need to be re-evaluated by the City Council and changes in the General Plan made before projects will be approved.

In 1980, the City of Cotati's population was younger than that of the Bay Area region or Sonoma County. The 1980 United States Census indicates 23% of the total population was under the age of 36. Less than 7% of the population was over the age of 65, compared to 13.5% for Sonoma County.

The educational levels in Cotati are reasonably high: 55.5% of the adult population are college educated. This overall achievement level is 2.3% higher than the County as a whole. The City of Cotati is a relatively youthful and well-educated community, which may be partially attributed to its close geographical proximity to Sonoma State University.

The population of the County of Sonoma is growing; this trend is expected to continue into the foreseeable future. Concurrent with population, employment opportunities should also increase. The largest employment gains will occur in the retail and service sector. Location in the center of Sonoma County, plus a close proximity to the Bay area, is a major incentive for businesses to choose Cotati for future business expansion. Cotati's population of young persons with high levels of education (compared to the County) can supply an adequate work force for businesses wishing to locate here.

Projections for employment within Sonoma County for the period of years 2000 to 2010 show an increase in new employment. Projections for the Santa Rosa-Petaluma Metropolitan Statistical Area indicate approximately 50,660 new jobs for this period. Cotati, as a member of this statistical area, will benefit from this increase in employment with approximately 1,200 new jobs.

Entertainment and restaurant businesses, located primarily in the Hub, are currently the largest employers in Cotati. The largest single firm in Cotati, Redwood Reliance, currently employs 110 people. In addition, students comprise 15% of the adult population, indicating a large potential supply of part-time workers.

AVAILABILITY OF CITY WATER AND SEWER SERVICES AND FACILITIES THROUGH 2015

SEWER - In 1990, the City Engineer estimated that there were approximately 371 to 471 sewer connections remaining in the City of Cotati's allotment in the Santa Rosa Subregional Wastewater Treatment Facility. This is a major constraint to growth, in that the City cannot issue building permits beyond the that number for which the City can provide sewer service. In 1990, there was a concern that the City might not be able to issue building permits beyond 1996, based upon a Growth Management Program, which limited the number of new residential building permits to no more than 100 per year.

Several factors have occurred in the past few years which impact sewer availability. The first is that the number of new residential permits has been much lower than previously projected. Since 1990, only 197 residential building permits have been issued.

In 1993, the City Council adopted a new ordinance which requires that for every new residential unit, the builder would pay into a fund the equivalent amount to retrofit four existing units with water saving devices, such as low-flow toilets and reduced flow shower heads. It is estimated that the retrofitting of four existing houses will yield an additional unit of treatment capacity. Through the implementation of this ordinance, the City will be able to offer building permits beyond the above limitations.

Measuring sewer flow has been an historical problem, since the City has been connected to the City of Rohnert Park sewer collection system. In the fall of 1996, it became apparent that the City was rapidly running out of treatment capacity based on sewer meter readings. However, in 1995, the City Council directed that a new sewer interceptor line be constructed in Helman Lane to connect the City with the Llano Subregional Treatment Facility. The construction of this line was completed in October of 1996. Hopefully, this new interceptor will allow greater accuracy in the measurement of sewer flow.

The Subregional Treatment Facility is scheduled for expansion in the next few years. When this does occur, Cotati will be able to purchase additional treatment capacity in the system.

WATER - In 1992, the City of Cotati authorized the engineering firm of Metcalf and Eddy to prepare an updated Water Master Plan for the City of Cotati. This plan projected the ultimate buildout of the City of Cotati in the year 2051. The ultimate population at this date would be 18,189, according to the study.

The City of Cotati presently receives its water supply from two sources - the three existing water wells and the Sonoma County Water Agency. At the time of the Metcalf and Eddy Master Plan Update it was anticipated that the City, utilizing both the Sonoma County Water Aqueduct and ground wells, had water entitlements for enough water past the year 2020, well beyond the limits of this General Plan Update. However, this statement is no longer valid in that there is concern that the SCWA will be able to provide entitlements to provide for additional growth through the year 2020. Recent meetings with SCWA and water sub-contractors have indicated that curtailments in supply may be anticipated for the next five or six years. If the SCWA is unable to obtain additional water rights and the parallel aqueduct system is not constructed, there is no question that water supply will be curtailed and that growth in the region will be limited. There has been increased pressure from the environmental community to study the Russian River Watershed and Russian River flow. Presently under study are the following:

- Elimination or curtailment of Eel River diversion.

- Reduction in water rights to obtain a summer flow for steelhead trout and coho salmon.

- Agricultural restrictions on removal of water from Russian River.

The City does have the option to drill an additional water well to augment any reduction in the aqueduct flow.

The Metcalf and Eddy Plan also indicated that the City needed a new water storage structure. The existing tank, located between Cypress Avenue and Water Road, did not have enough capacity to meet the needs of this community. In 1997, the City Council authorized the construction of a new storage tank with a capacity of 1,000,000 gallons and a connecting pipeline. In 1998 construction was completed on property previously owned by the Sonoma County Water Agency, located off of West Sierra Avenue.

Additional water storage will be considered by removal of the outdated 100,000 gallon water storage tank on Cypress Avenue and replacement of a new storage tank with 300,000 to 400,000 gallon capacity, which would conform to the water storage master plan requirements.

EXISTING AND PROPOSED PARKS

It is the City's stated goal to provide one acre of park land for every 200 residents. This exceeds the State of California goal of one acre of park land for every 250 residents. There are currently 28 acres of park land, with a 17.5 acres planned for future development.

NAME OF PARK	ACREAGE	TYPE OF PARK	FACILITIES
Cotati Middle School	5.0	City	Active ABCDEF
Delano Park	1.5	Vest Pocket	Passive A
Kotate Park	2.5	Neighborhood	Active ACD
La Plaza	2.5	City	Passive ABF
Helen Putnam	12.0	City	Active ABCDE
Veteran's Park	1.0	Vest pocket	Passive AE
Thomas Page Park	2.0	Neighborhood	Active D
East Railroad Park*	16.0	City	Active ABCDE
Wilford Lane Park*	1.5	Neighborhood	Passive AB
Falletti Park	1.5	Vest pocket	Passive ABC
Total	45.5		

FACILITIES:

A - Bicycle and/or pedestrian pathways;
B - Picnic tables and Bar-b-que facilities;
C - Open space for close-proximity games
(i.e. - volleyball, frisbee);
D - Open space sufficient for organized games requiring more
space (i.e. - baseball, soccer);
E - Public restrooms
F - Community facilities (i.e. - stage, group areas).
* - Proposed Park

COTATI-ROHNERT PARK UNIFIED SCHOOL DISTRICT
ENROLLMENT, CAPACITY AND DEVELOPMENT

Cotati is served by the Cotati-Rohnert Park Unified School District. The following table provides current enrollment and capacity figures.

SCHOOL		ENROLLMENT AS OF SEPTEMBER 1998	PROJECTED CAPACITY
La Fiesta Elementary*		347	386
Goldridge Elementary		401	365
Richard Crane Elementary		358	382
Evergreen Elementary		453	434
M. Hahn Elementary		469	457
John Reed Elementary		466	453
Waldo Rohnert Elementary		361	372
Monte Vista Elementary		624	612
Creekside Middle School		927	908
Mountain Shadows Middle School*		955	956
Thomas Page Elementary*	K-5	351	331
	6-8	116	120
El Camino High School*		148	150
Rancho Cotate High School*		1875	1806
Phoenix High School		32	34

* District schools serving Cotati students

RANCHO ADOBE FIRE PROTECTION DISTRICT

The City of Cotati receives fire protection services from the Rancho Adobe Fire Protection District. This district was formed in 1994 through the combining of two smaller districts - the Cotati Fire Protection District and the Penngrove Fire Protection District. The new district encompasses almost 80 square miles. The total district population is approximately 24,000 people.

The district provides service from three stations. The first is located at #1 East Cotati Avenue, in the center of La Plaza Park. The second station is situated at 11000 Main Street, Penngrove. The third station is at 99 Liberty Road, Petaluma. Station #1, located in La Plaza Park, was recently renovated, which expanded the station from a three-door to a six-door facility.

There are seventeen permanent full-time staff and approximately 60 volunteers, of which 25 are based in Cotati. The current staff-to-population ratio is .7 firefighters per 1000 population (17 full time staff divided by 24). The ratio in 1990 was .03.

Cotati presently has an Insurance Service Office (ISO) rating of five (5) within the city limits, eight (8) on structures outside the city, and nine (9) for everything but structures outside the City limits. A rating of ten (10) usually indicates that no fire protection is provided. The ISO rating system can be used by the District to determine acceptable staffing levels.

CHAPTER V

COMMUNITY DEVELOPMENT

INTRODUCTION

The Community Development section of the General Plan includes four of the state-mandated elements: Land Use, Circulation, Noise, and Safety. It has the broadest scope of any of the other General Plan elements because it considers the relationship of all the land designated for the entire General Plan area and coordinates development of the city's transportation system with existing and planned land uses. In addition there are guidelines to protect existing and future neighborhoods from excessive noise and hazards in order to maintain their integrity.

There is policy guidance for the distribution of residential, commercial and industrial land uses. The compatibility between existing and future land uses is addressed. There is additional land which is within the scope of the General Plan but outside of the city boundaries.

Lands within the Sphere of Influence (SOI) but outside existing City limits maybe be considered for development after annexation. Until that time, this area is technically under the jurisdiction of the County of Sonoma General Plan; however, city policies will have a strong influence over the type of development that occurs within the Sphere of Influence. For a City to change its Sphere of Influence it must receive approval from the state through the Local Agency Formation Commission (LAFCO).

The Urban Growth Boundary (UGB) is the line beyond which development will not be allowed, except for public parks and public schools. The UGB is remains in affect for the 20 year time frame of this General Plan. The Sphere of Influence and the Urban Growth Boundary differ in that the SOI is determined by LAFCO and the UGB is determined by the local community. In the City of Cotati, the Urban Growth Boundary is coterminous with the Sphere of Influence but it need not be. The UGB contains the land designated for all future demand for residential, commercial and industrial development.

This section includes the goals, objectives, policies, and implementation for the manner in which the community, transportation network, and neighborhoods should develop through the year 2006. In addition, it contains information on the availability and location of land suitable for development and where it is located.

GOAL 1 ESTABLISH AN EFFICIENT AND ENVIRONMENTALLY SENSITIVE LAND USE PATTERN THAT PROVIDES ADEQUATE SPACE TO MEET HOUSING AND ECONOMIC NEEDS WHILE MAINTAINING COTATI'S SMALL-TOWN IMAGE.

OBJECTIVE 1.1 REGULATE DEVELOPMENT IN AREAS OF GEOLOGIC HAZARDS.

Policies and Implementation

1.1.1 Development in areas subject to liquefaction, such as along East and West Cotati Avenues, Wilford Lane, and Redwood Drive (formerly known as South Santa Rosa Avenue), shall be reviewed by qualified soils engineers and geologists in order to ensure the safety and stability of all construction. (See map 1.)

a) The zoning ordinance shall be amended to allow only those uses compatible with site specific geologic conditions in areas of liquefaction or slope instability. The Planning Department shall develop appropriate zoning classifications and review and amend as necessary.

b) The City Council shall adopt a resolution requiring the submittal of soil and/or geologic reports describing any potential risks associated with the development of a project site within areas identified on Map 1. The Planning and Building Departments shall review for compliance in the plan check process.

c) The Municipal Code shall be amended to set standards that will insure compatibility with site specific geologic conditions. The Planning Department will evaluate and amend the criteria as necessary.

1.1.2 All new development within the 100-year flood plain shall be built according to Federal Flood Insurance Agency standards. (See Map 1.)

a) The Municipal Code shall be amended to set standards that meet or exceed those set by the Federal Flood Insurance Agency for development in the flood plain. The Planning Department will evaluate and amend the standards as necessary.

b) By use of a permit process the Building Department shall enforce these standards.

1.1.3 Continue efforts to eliminate flooding, by upgrading and expanding the storm drainage system.

a) Work with the Sonoma County Water Agency to expand flood channels.

b) Unimproved drainage may be maintained on a periodic basis by Public Works.

1.1.4 Development on slopes over 10% grade shall comply with special building restrictions.

a) The City Council shall adopt an ordinance establishing grading standards developed by the Planning Staff, Public Works Staff, and City Engineer to prevent erosion and runoff and to protect the drainage systems of adjacent lands. The Building Department shall conduct site inspections to check for compliance.

OBJECTIVE 1.2 NEW GROWTH SHALL NOT EXCEED THE CITY'S ABILITY TO PROVIDE NECESSARY PUBLIC SERVICES.

Policies and Implementation

1.2.1 No project shall be approved until it can be shown that the city's public services can accommodate the increased demand of services.

a) The Public Works Staff, Planning Department, and City Engineer shall periodically update the Public Services Master Plan for the provision and/or extension of public services based on the proposed land uses. Cost estimates will be used as a basis for establishing development fees. The Public Works and Planning Staff will evaluate proposed projects for adherence to the plan.

1.2.2 Water and sewer lines should only be extended to those parcels contiguous with existing development in order to discourage "leap-frog" development.

a) See 1.2.1

1.2.3 As new areas are considered for annexation, priority for sewer capacity shall be given to existing units.

a) The Planning Department and City Engineer shall monitor sewer capacity. The remaining sewer capacity shall be offered to serve the existing homes in newly annexed areas prior to the issuance of any new building permits.

1.2.4 The City shall establish and maintain a Growth Management Plan which enables the community to develop in a planned and orderly pattern by limiting the number of residential building permits issued each year.

a) The Zoning Ordinance shall be amended to include Growth Management Plan guidelines.

b) The number of residential units shall be tied directly to infrastructure constraints.

c) All infrastructure improvements shall occur concurrently with development; or an appropriate assessment shall be imposed to offset identifiable future impacts, based on infrastructure masterplans.

OBJECTIVE 1.3 NEW DEVELOPMENT SHALL NOT FACILITATE THE INEFFICIENT EXTENSION OF CITY BOUNDARIES.

Policies and Implementation

1.3.1 The City shall have as a policy an emphasis on the development of vacant and underutilized land within the existing city limits.

a) Development on vacant and underutilized land within the existing city limits shall receive priority in the development review and permit processes over those projects requiring annexation. Planning Department shall review project proposals for adherence.

1.3.2 The Urban Growth Boundary is established. The Urban Growth Boundary is coterminous with the Sphere of Influence boundary, and shall represent the limit for the ultimate expansion of urban services and urban development.

i.) The Urban Growth Boundary shall remain in effect during the 20 year time frame of the General Plan.

ii.) No urban services (i.e. sewer, water) shall be extended beyond the Urban Growth Boundary.

iii.) The City of Cotati shall work with the County to discourage subdividing of those properties adjacent to the Urban Growth Boundary.

iv.) The City of Cotati shall request that LAFCO approve revised Sphere of Influence boundaries.

a) The Planning Department, through the referral process, shall maintain contact with the County. The Planning Department shall also review development applications for General Plan consistency.

1.3.3 Annexation of land to the city shall be evaluated according to the following criteria:

i. The land is within the Sphere of Influence and Urban Growth Boundary, except for public parks/open space.

ii. The capacity of the water, sewer, fire, school, and police services are adequate to service the area.

iii. Land within the city limits is insufficient to meet the current land use needs.

iv. Annexation shall be contiguous to existing developed areas.

a) Annexation proposals shall be evaluated in the development review process, and acted upon in accordance with the criteria set forth in this policy. Planning Department shall review project proposals for compliance with the criteria.

1.3.4 All annexations shall require public noticing of adjoining property owners within 500 feet of the annexation proposal.

a) The Planning Department shall be responsible for noticing affected property owners.

OBJECTIVE 1.4 IDENTIFY THE AREAS WHERE FUTURE DEVELOPMENT SHOULD OCCUR.

Policies and Implementation

1.4.1 The area within the Urban Growth Boundary west of Alder Avenue and north of Gravenstein Highway shall be designated Rural Residential. (See map 3.)

a) The Planning Department will prepare a study of this area and make a recommendation based upon the results of the study to the Planning Commission.

1.4.2 The area within the Urban Growth Boundary west of Highway 101 and south of Gravenstein Highway shall be a mix of rural residential, low density residential and commercial land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.3 The area within the city east of Old Redwood Highway and north of George Street shall be a mix of low-medium density and medium density residential and commercial land uses. (See map 6.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.4 The area west of Olaf and William Streets bordered by Highway 101, West Sierra Avenue and Old Redwood Highway shall be a mix of commercial land uses, low-medium density and medium density residential land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.5 The area within the Urban Growth Boundary south of West Sierra Avenue and Henry Street, west of Old Redwood Highway, and east of Highway 101 shall be a mix of rural, low density, low-medium density and medium density residential land uses and commercial land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.6 The area bordering East Cotati Avenue shall be a mix of low-medium density and medium density residential, commercial, and professional service land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

b) Planning Commission and Planning staff shall pursue appropriate land uses along Industrial Avenue to accommodate a possible future rail station location.

1.4.7 The area within the Urban Growth Boundary east of Old Redwood Highway and south of Lincoln Avenue and Benson Lane shall be a mix of rural, low and low-medium density residential land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.8 The area bounded by Charles Street, Old Redwood Highway, and Benson Lane shall be a mix of commercial, and low and low-medium and medium density residential land uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

1.4.9 The southern half of Industrial Avenue shall be designated commercial, which shall pose a minimal amount of impact upon adjacent residential areas, and shall be consistent with rail transit related uses. (See map 3.)

a) The Planning Department shall ensure that the Zoning Ordinance is in conformance with the General Plan land use designations.

b) Rezone Heavy Industrial zoning designation to Commercial.

1.4.10 The Urban Growth Boundary for the city shall be defined as the area shown on map 2.

a) The City Council shall adopt by resolution the amended Urban Growth Boundary Map and file it with the Local Agency Formation Committee (LAFCO). The Planning Department shall recommend changes to the map as required by the General Plan.

b) The City shall consider requests from property owners to process annexation applications with the City and LAFCO and to amend the Zoning Ordinance to allow for residential uses as designated on the Land Use Map. The Planning Department shall develop appropriate zoning classifications and amend as necessary.

1.4.11 The area bounded by Derby Lane and Gravenstein Highway may be developed in the future, but only after the preparation of a specific plan which shall delineate land uses and the provision of public services (see map 3).

a) Annexation and Prezoning of this land shall be postponed until such time as a Specific Plan is prepared for this area.

1.4.12 All future development proposals in Cotati's Urban Growth Boundary adjacent to Willow Avenue shall be analyzed to determine if the land use would be reasonable situated next to a possible future commuter rail system.

a) The Planning Department will prepare guidelines for reasonable development adjacent to a commuter rail system.

1.4.13 Land uses in the area of Industrial Avenue and East Cotati Avenue shall be consistent with the development of a rail station.

a) Planning Commission and Planning staff shall actively pursue land uses in this area which are compatible with a rail station.

OBJECTIVE 1.5 PROVIDE A NETWORK OF OPEN SPACE OR NEIGHBORHOODS, TO PRESERVE THE SMALL TOWN IDENTITY, VISUAL AMENITIES, AND INSURE PUBLIC SAFETY.

Policies and Implementation

1.5.1 Subdivision of land between the City Limits and the Urban Growth Boundary shall be discouraged.

a) The Planning Staff shall work with the County to develop a County Zoning Ordinance to preserve the area between the outer limits of the Urban Growth Boundary and the City limits as agricultural land with compatible uses until it is appropriate to annex this area and extend urban services. The City and County Planning Departments will work cooperatively to implement this ordinance.

1.5.2 The City shall encourage the clustering of residential units to preserve the continuity of open space, protect environmental features, enhance visual amenities, and insure public safety.

a) The Zoning Ordinance, Subdivision Regulations and Design Review Criteria shall continue to allow Planned Unit Developments to encourage clustered development in residential projects.

GOAL 2

DEVELOP A SYSTEM OF TRANSPORTATION FACILITIES AND SERVICES THAT PROVIDES SAFE AND EFFICIENT ACCESS TO ALL PARTS OF THE CITY, INCLUDING THOMAS PAGE SCHOOL, SONOMA STATE UNIVERSITY, AND THE REGION, AND REINFORCES THE DESIRED LAND USE PATTERN.

OBJECTIVE 2.1 ESTABLISH A SAFE, EFFICIENT, AND PUBLIC TRANSIT SYSTEM THAT MEETS THE MOBILITY NEEDS OF ALL AGE GROUPS IN THE CITY.

Policies and Implementation

2.1.1 Encourage the use of park and ride facilities in safe and convenient locations.

a) City staff will work with Caltrans to develop an additional park-and-ride lot to the west side of U.S. 101 so that current and future residents will be assured continued and convenient access to Sonoma County and Golden Gate Transit Systems.

b) City staff shall ensure that there is no reduction of services due to the relocation and that it can be adequately served by Sonoma County Transit and Golden Gate Transit.

2.1.2 Encourage the provision and maintenance of covered and lighted seating areas at existing and future transit stops along Old Redwood Highway and East Cotati Avenue to ensure safety and convenience for riders. (See map 4.)

a) Through a Capital Improvement Program and joint funding from Sonoma County and Golden Gate Transit, the City shall maintain and, where feasible, continue to build sheltered seating facilities at bus stops where appropriate.

b) Through a Capital Improvement Program provide the installation of street lights at those bus stops where none exist.

2.1.3 When state monies become available, explore the possibility of an on-demand or regular transit service for west, south, and southwesterly portions of Cotati that have no public transit, thus providing access to activity centers and public transit facilities.

a) Through state funding and a city contract with a regional taxi company the city should attempt to provide a "dial-a-ride" service to those areas not serviced by public transit.

b) Continue to work with Sonoma County Transit to support the development of bus service in the out-lying areas.

2.1.4 Encourage a schedule where Sonoma County Transit buses stop every half-hour at designated bus stops along Old Redwood Highway and East Cotati Avenue, to and from activity centers in Cotati, Sonoma State University, and the region.

a) As State funding becomes available, and through a city contract with Sonoma County Transit, the City shall continue to provide more frequent bus service when warranted by ridership. The City will review and renew the contract when necessary.

b) The City shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

2.1.5 As demand increases, the City shall work with Sonoma County Transit and other State agencies to locate and construct new park and ride facilities.

a) The Planning Department shall continue to meet with the State Department of Transportation (Caltrans) and Sonoma County Transit to obtain funding for a new park and ride facility.

2.1.6 Encourage the consolidation of Golden Gate Transit Service and Sonoma County Transit bus shelters at La Plaza to better serve the bus traveling population.

a) The City shall work with Sonoma County Transit and Golden Gate Transit to reduce the number of shelters.

2.1.7 Establish a rail transit center at the site of the historic East Cotati Avenue transit stop along the Northwest Pacific Railroad right-of-way.

a) The Planning Commission and Planning staff shall develop a master plan for the development of this area which promotes and enhances the creation of a transit center at this site.

b) Planning staff shall work with the County of Sonoma to secure funding for the implementation of the transit center on East Cotati Avenue.

OBJECTIVE 2.2 DEVELOP A SAFE AND EFFICIENT SYSTEM OF BICYCLE AND PEDESTRIAN ROUTES THAT CONNECT NEIGHBORHOODS WITH COMMERCIAL CENTERS, TRANSIT FACILITIES, PARKS, AND THOMAS PAGE SCHOOL, THE CITY OF ROHNERT PARK, AND THE COUNTY OF SONOMA.

Policies and Implementation

2.2.1 Establish and maintain continuous clearly identifiable bicycle routes and facilities on Old Redwood Highway, East Cotati Avenue, Gravenstein Highway, and West Sierra Avenue.

a) Through a Capital Improvement Program the Public Works staff shall maintain and develop bikelanes along arterial streets with clearly marked lines and visible signs. (see Map 5)

b) Planning staff shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

c) The Planning Commission shall prepare a Bicycle and Pedestrian Master Plan which will include a regular maintenance schedule for bikepaths, sidewalks, and walkways.

d) Provide safe and continuous pedestrian, vehicular, and bicycle access to park-and-ride facilities.

e) Complete the Laguna Bikepath which connects Commerce Blvd. to Lancaster Avenue as shown on Map 5.

2.2.2 Maintain and develop a network of walkways and sidewalks along arterial and collector streets to provide for safe and efficient travel.

a) Where appropriate, the City shall use the Street and Highways Code (for assessment purposes) to construct sidewalks. In addition, establish a schedule for installing sidewalks along arterial streets, using other funding sources should they be available (see Map 6). The City Engineer shall review all plans for sidewalk construction to ensure that existing trees are circumvented by the new sidewalk. Public Works shall ensure that existing trees are properly protected during construction.

b) In areas where sidewalks and walkways are needed, special assessment of affected property owners may provide the funding for installation.

c) For all new residential and commercial development, developers shall be required to install sidewalks and walkways on and off-site as dictated by the location of transit stops and common pedestrian destinations. The Planning Department and the Building Inspector shall

monitor plans for compliance with these requirements. Exceptions may be made for the residential area immediately surrounding the Hub area when it can be shown that the sidewalk will be at odds with the neighborhood aesthetic and the historic nature of the area.

d) Emphasis shall be placed on creating safe pedestrian and bicycle travel to and from Thomas Page School.

2.2.3 New development shall provide the rights-of-way for bicycle and pedestrian facilities.

a) Developers shall be required to provide land dedication or provide fees in order to provide bikepaths, sidewalks, and walkways. The Planning Department and Building Inspector shall monitor plans for compliance with these requirements.

2.2.4 Priority shall be given to upgrading and maintaining existing bicycle and pedestrian routes before new routes are established.

a) The Planning Department shall prepare a Bicycle and Pedestrian Master Plan which will include a regular maintenance schedule for bikepaths, sidewalks, and walkways.

2.2.5 Continue to provide secure bicycle racks in the Hub, future and existing commercial areas, park-and-ride transit facilities, schools, and multiple unit residential developments.

a) Developers shall be required to provide secure bicycle racks in multiple unit and commercial developments. The design review process shall monitor this requirement.

2.2.6 Provide curb cuts and ramps at the intersections along Old Redwood Highway and East Cotati Avenue and throughout the community, to serve the needs of the mobility-impaired.

a) Through a Capital Improvement Program the Public Works Department shall install curb cuts at intersections and along Old Redwood Highway and East Cotati Avenue.

2.2.7 Identify streets on the west side of Highway 101 where reduced pedestrian facilities, such as an asphalt path, would more closely support the rural character.

a) Planning staff shall indicate streets with reduced pedestrian facilities on the Pedestrian Facility Needs Map (See Map 6).

2.2.8 Establish pedestrian facilities under the Gravenstein Highway and West Sierra Avenue interchanges to facilitate safe and efficient pedestrian and bicycle travel throughout Cotati.

a) Planning staff shall pursue with Caltrans the installation of sidewalks under Highway 101 at both interchanges.

2.2.9 Enhance the safety of pedestrian crossings in the Hub area while ensuring a delightful downtown experience.

a) The City shall retain the viewpoint of the pedestrian as the primary perspective when identifying Hub-related traffic improvements.

OBJECTIVE 2.3 PROVIDE ADEQUATE PARKING IN COMMERCIAL AREAS, COMMUTER TRANSIT FACILITIES, AND IN AREAS DEVOTED TO PROFESSIONAL SERVICE USES TO ELIMINATE SPILLOVER PARKING IN ADJACENT RESIDENTIAL AREAS.

Policies and Implementation

2.3.1 Require future commercial development near residential areas to provide adequate on-site parking so that those adjacent areas are not impacted with spillover parking demand.

a) During the plan review process the Planning Department shall prepare, or have prepared, traffic and parking studies for new commercial projects near existing or proposed neighborhoods. These studies shall evaluate the extent of impact from traffic generated by a proposed use and provide adequate mitigation measures. The Planning Department shall monitor the mitigation measures for effectiveness.

2.3.2 Multiple unit residential developments shall provide adequate parking facilities to serve both residents and guests to minimize on- street parking impacts.

a) The City shall amend the Zoning Ordinance to require bicycle racks in multi-family residential developments. The Planning Department shall review and revise the ordinance as necessary.

2.3.3 Encourage the use of multi-purpose parking lots that serve both multi-family residential and commercial uses.

a) Planning staff shall evaluate all proposals for opportunities to provide mixed use parking.

2.3.4 Pursue the formation of downtown parking assessment districts which assembles parking to the rear of Hub businesses as depicted in the City of Cotati La Plaza Specific Plan.

a) Planning staff shall continue to work with downtown property owners to ensure the creation of parking assessment districts.

b) Planning staff and the Planning Commission shall require either the development of an assessment district or the preservation of the site for the future formation of an assessment district when reviewing all Hub-related development proposals.

OBJECTIVE 2.4 **PROVIDE CONVENIENT AND SAFE MOVEMENT WITHIN THE CITY BY ESTABLISHING A TRAFFIC-WAY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET IS CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.**

Policies and Implementation

2.4.1 Seek alternatives to traditional traffic solutions; these measures could include traffic signals, street widening and stop signs. Traffic calming measures, which decrease environmental impacts, slow vehicular speed and encourage pedestrian and bicycle modes of transportation, shall be given the highest priority above the traffic improvements recommended below.

2.4.2 Improvements to the following intersections and street segments are indicated within the next 20 years based on the buildout as identified in the General Plan. Traffic conditions shall be monitored periodically or when land use development is proposed to determine the appropriate time for installing selected improvements.

Gravenstein Highway (Redwood Drive to W. Cotati Avenue) - At the time of the development of the Bennett property or with development of adjacent properties, widen from one lane in each direction to two lanes in each direction.

Gravenstein Highway/U.S. 101 Northbound off-ramp - Due to the LOS F conditions on the northbound approach and potential queuing onto the freeway, a second northbound left turn lane shall be added to the off-ramp approach to the intersection.

Gravenstein Highway/W. Cotati Avenue - At the time of the development of the Bennett property, the intersection should be signalized and the following lane improvements completed.

a) Provide one right turn lane and one combined through/left turn lane on the southbound approach.
b) Provide one left turn lane, two through lanes, and one right turn lane on the eastbound approach.
c) Provide one left turn lane, two through lanes, and one right turn lane on the westbound approach.

Gravenstein Highway/Old Redwood Highway - Modifications to the traffic signal phasing, restriping and potential minor widening shall be completed to accomplish the following operational improvements.

a) The northbound Old Redwood Highway approach shall be restriped as one left turn lane, one combined through-left turn lane and one through lane.
b) The signal phasing shall be split for the north-south approaches.
c) The eastbound Gravenstein Highway approach shall be restriped to lengthen the storage capacity for the two left turn/through lanes.
d) The west leg of the intersection shall include two westbound lanes to accommodate the northbound double left turn from Old Redwood Highway.

Old Redwood Highway/Commerce Boulevard/U.S. 101 Northbound on-ramp - Highest priority shall be the relocation of this on-ramp to form the complete Hwy 116 Interchange. This will eliminate the problems associated with this intersection. The relocated interchange is given a very high place on the list of funded improvements if the 1999 Sonoma County sales tax measure passes.

If this road improvement is not funded the following applies: Feasible options for this intersection include the installation of a traffic signal or maintaining current controls with excessive delay on the Commerce Boulevard approach. The installation of a traffic signal may cause a diversion of traffic from other routes to this location, given the new protected movement. However, maintenance of current controls may result in increased traffic diversions through the adjacent neighborhood.

2.4.3 The following intersections and street segments are congested or near capacity and should be given a high priority for improvements (see map 7a and 7b):

i. Gravenstein Highway/Madrone/Locust Avenue Realignment
ii. Old Redwood Highway and William Street
iii. Old Redwood Highway and Commerce Avenue/U.S. 101 Northbound on-ramp
iv. Commerce Avenue/Wilford Lane
v. Gravenstein Highway and West Cotati Avenue
vi. Gravenstein Highway (Redwood Drive to West Cotati Avenue)
vii. Gravenstein Highway/U.S. 101 Northbound on-ramp
viii. Gravenstein Highway/Old Redwood Highway
ix. East Cotati Avenue/La Salle Avenue
x. East Cotati Avenue/Beverly Drive
xi. Commerce Avenue (City limits to Old Redwood Highway)

a) Through a Capital Improvement Program the City shall upgrade the identified intersections to reduce congestion.

b) The City shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on the existing transit systems.

c) The City shall, through the referral process, identify any traffic impacts to Cotati from outside the City's jurisdiction and ensure that significant impacts are appropriately mitigated.

2.4.4 Realign Madrone Avenue so that it forms a four-way intersection with Gravenstein Highway and Locust Avenue.

a) City Engineer and Planning Department shall work with Caltrans and developers to implement the recommendations of the City Engineer and Caltrans staff.

2.4.5 Realign the U.S. 101 Highway northbound on-ramp.

a) The City staff shall work with Caltrans to obtain necessary permits and funding for a northbound on-ramp to U.S. Highway 101 at the intersection of U.S. 101 and Gravenstein Highway. Said on-ramp shall be designed to align with the existing northbound off-ramp.

2.4.6 Allow a maximum of 1,500 to 2,000 vehicles per day on all residential streets which have more urban facilities such as curb, gutter and sidewalk and well-conditioned pavement. Allow a maximum of 1,000 to 1,500 vehicles per day on all residential streets which are more rural in nature and are typified by poorly conditioned pavement and the absence of pedestrian walkways. If residential streets moderately to significantly exceed these standards, the City should consider measures to reduce through traffic volumes. These measures would primarily include diversionary devices to prohibit movements and/or traffic calming devices. Traffic calming devices are simple street design features that cause motorists to drive with more care, to drive more slowly or perhaps via another route. A menu of traffic calming devices can be found in the Appendix.

GOAL 3 MAINTAIN THE INTEGRITY, SAFETY, AND ENVIRONMENTAL QUALITY OF THE CITY'S RESIDENTIAL NEIGHBORHOODS RELATED TO TRANSPORTATION IMPACTS.

OBJECTIVE 3.1 IMPROVE AIR QUALITY IN COTATI AND REDUCE AIR QUALITY IMPACTS FROM FUTURE DEVELOPMENT.

Policies and Implementation

3.1.1 Reduce automobile trips and local traffic congestion. Refer to, Goal 2, the transportation section for additional policies that would reduce automobile use.

a) The City shall continue to promote transit use through the construction of new bus shelters and relocation of existing bus shelters that serve both county and regional transit systems.

b) As State funding becomes available, and through a City contract with Sonoma County Transit, the City shall continue to provide more frequent bus service when warranted by ridership. The City will review and renew the contract when necessary.

c) The City shall work with Sonoma County Transit to create an effective Rider Awareness Program that will educate the public on existing transit systems.

d) Traffic signals, or other traffic calming devices, shall be installed at congested intersections with appropriate signal warrants in order to minimize traffic queues.

e) The City shall cooperate with State and local agencies to support future rail service on the Northwestern Pacific Rail right-of-way including actively pursuing a transit center on Industrial Avenue.

f) The City shall continue to implement the City of Cotati Bicycle Master Plan.

g) Planning staff shall continue to work to improve existing sidewalks and construct new sidewalks. The City shall work with Caltrans to provide pedestrian and bicycle access under Gravenstein Highway and West Sierra Avenue interchanges.

h) The City shall implement the five transportation control measures (TCMs) that are included in the Bay Area '97 Clean Air Plan that apply to cities:

TCM 1: Support Voluntary Trip Reduction Programs.

TCM 9: Improve Bicycle Access and Facilities

TCM 12: Improve Arterial Traffic Management

TCM 19: Pedestrian Travel

TCM 20: Promote Traffic Calming Measures

i) California Environmental Quality Act guidelines and Bay Area Air Quality Management District standards shall evaluate and mitigate local and cumulative air quality impacts of new development.

j) Planning staff shall ensure that new fireplaces, wood stoves and/or heaters meet current EPA standards.

k) Planning staff shall ensure that dust emissions from all construction sites shall be controlled.

l) Planning staff shall continue to review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Adequate buffers between new industrial uses and sensitive receptors shall be required to avoid potential air quality and nuisance impacts.

OBJECTIVE 3.2 ESTABLISH AND MAINTAIN THE RESIDENTIAL NEIGHBORHOODS AS SAFE, ATTRACTIVE, AND CONVENIENT PLACES TO LIVE.

Policies and Implementation

3.2.1 Maintain the character of existing neighborhoods by restricting the construction of incompatible housing types or commercial developments on vacant lots or redeveloped property.

a) Through the development review and permit process, the Planning Department shall develop criteria for screening development proposals. The criteria shall include, but not be restricted to, the following:

i. compatibility with existing development or neighborhoods;

ii. impact of development to area or existing neighborhoods (traffic, noise, pollution, etc.).

The Planning Department shall review and revise the criteria as necessary.

3.2.2 Locate the medium to high density housing in clusters throughout the community, rather than concentrating them along arterial streets and downtown areas.

a) The Zoning Ordinance shall be amended to allow a clustering of medium and high density housing throughout the community. The Planning Department shall review and propose revisions to the ordinance as necessary.

3.2.3 Maintain and improve existing community shopping centers.

a) The Chamber of Commerce shall be encouraged to work with the City to attract more businesses throughout Cotati including the Rancho Cotati, Grapevine, Windmill Shopping Centers, and Apple Valley.

OBJECTIVE 3.3 MINIMIZE NOISE LEVELS TO ENHANCE THE QUALITY OF EXISTING AND FUTURE LAND USES.

Policies and Implementation Measures

3.3.1 Encourage the maintenance of the Noise and Land Use Compatibility Standards indicated in Table 3.1 (Appendix).

a) The City shall review all land use and development proposals for compliance with the Noise and Land Use Compatibility Standards.

b) The City shall use a standard of 45 dBA L_{dn} for indoor noise levels for all new residential development, including hotels and motels.

c) The City shall require an acoustical study for all new projects with potential noise impacts. The study shall describe how the project will comply with the Noise and Land Use Compatibility Standards and indoor noise level standards.

3.3.2 Control non-transportation related noise from site specific noise sources.

a) The City shall ensure that the noise resulting from new sources shall not exceed the standards in Table 3.2 (Appendix) as measured at the exterior property line of an affected residential land use.

3.3.3 Develop and enforce a City of Cotati Noise Ordinance.

a) The City shall develop a Noise Ordinance. Prior to a City Ordinance being developed, the State of California Model Noise Ordinance shall be implemented.

3.3.4 Local truck traffic, including loading and unloading, shall be limited to specific routes, times and speeds appropriate to each zoning district.

a) The Police Department shall continue to implement the truck ordinance which limits truck traffic routes, times, and speeds in areas where it will effectively reduce noise pollution.

3.3.5 Encourage the enforcement of sections of the California Vehicle Code relating to adequate vehicle mufflers, and modified exhaust systems.

a) The Police Department shall work with the California Highway Patrol to actively enforce the California Vehicle Code as it relates to adequate vehicle mufflers, and modified exhaust systems.

3.3.6 Work with Caltrans to ensure that adequate noise studies are prepared and alternative noise mitigation measures are considered in State projects.

a) Planning staff shall remain in communication with Caltrans requesting that Caltrans obtain City concurrence prior to initiating any noise mitigation project in Cotati or affecting Cotati.

3.3.7 Require acoustical studies and mitigation measures for new developments and transportation improvements that affect noise sensitive uses such as schools, hospitals, libraries, group care facilities, convalescent homes, and residential areas.

a) Planning staff, through the environmental review process, shall ensure that acoustical studies are performed and mitigation measures implemented when noise sensitive uses are affected.

3.3.8 Stationary equipment, such as air compressors, shall be located as far away as feasible from sensitive noise receptors, and shall be shielded. Construction equipment shall be fitted with effective mufflers. The hours for construction operations shall be limited to the weekdays and the daytime where extreme noise sources are found.

a) The Building Inspector shall determine, during the environmental review process, if proposed construction will constitute a significant impact on nearby residents and require limited construction hours.

GOAL 4 HELP CREATE A "SENSE OF COMMUNITY" BY PROVIDING PUBLIC FACILITIES THAT ENCOURAGE SOCIAL INTERACTION AND CIVIC PRIDE.

OBJECTIVE 4.1 DEVELOP A PARK AND RECREATION NETWORK THAT SERVES ALL SEGMENTS OF COTATI'S POPULATION.

Policies and Implementation

4.1.1 Locate new park and recreation facilities in areas which are accessible and convenient to the community.

a) The City shall use the Capital Improvement Program to fund new parks and recreation facilities. The Community Service Commission shall review the program annually.

4.1.2 The City of Cotati shall pursue, where feasible, the shared use of school facilities.

a) The School District and Cotati shall enter into a Shared Facility Contract allowing Cotati citizens, without user fees, to utilize school facilities as specified in the contract, including types of activities and the responsibilities of the user.

4.1.3 The City shall expand recreational opportunities in the existing facilities to accommodate a wider range of activities for all age groups.

a) The City shall use the Capital Improvement Program to fund recreation facilities. The Community Services Commission shall review the program annually.

4.1.4 The City shall reserve parkland to meet the recreational needs of future residents established by the City's growth projections.

a) The Planning Department shall tabulate population increases generated by all new residential development; the City shall ensure that the parklands identified are developed accordingly.

b) The Community Services Commission and Planning Department shall work aggressively with the City Council toward the acquisition of additional park land in order to reach and maintain the City standard of one acre of park land to 200 residents (1:200).

CHAPTER VI

QUALITY OF LIFE

INTRODUCTION

The Quality of Life segment of the General Plan addresses issues that are vital to the overall enrichment of life in Cotati. Mandatory elements include: housing, safety, and conservation. The public services and facilities is an optional element included in this section.

The goals, objectives, policies and implementation programs in the housing section are based on surveys of the housing stock; the number, types and condition; household characteristics; household income and population trends. A major source of information in this section is the updated and State certified 1993 Housing Element to the General Plan, prepared by Paul Schabracq of PAS Associates. From this information, projections were made as to the number and types of housing units which will be needed in Cotati in the next 20 years to accommodate both the expected population increase and the diverse needs of various groups. The need for public facilities, safety programs--related to both human-induced and natural hazards--and conservation were identified in the public opinion survey and enhanced with the aim of providing Cotati with a progressive energy-conserving General Plan.

The 1990's also witnessed the emerging prominence of pollution prevention as a responsibility of government and its citizens. AB 939, the Solid Waste Management Act of 1989, requires local government to exert greater control over the waste stream so that we drastically reduce what ends up in our land fills.

Goals and Objectives were formulated which would aid in meeting the projections in a manner consistent with the overall goal of maintaining a small-town image and a unique identity for Cotati. Policies, and programs to implement the policies, were then developed as a practical means of attaining the Goals.

GOAL 5 PROVIDE A WIDE RANGE OF ENERGY EFFICIENT HOUSING OPPORTUNITIES TO SATISFY THE DIVERSE NEEDS OF COTATI'S PRESENT AND FUTURE RESIDENTS.

OBJECTIVE 5.1 PROVIDE AT LEAST 649 NEW HOUSING UNITS IN COTATI BY 2006 AS DELINEATED BY 5-YEAR PERIOD IN THE FOLLOWING CATEGORIES.

		1985-91 UNITS	1991-96 UNITS	1996-2001 UNITS	2001-06 UNITS
Income Level:	Low	47	29	29	29
	Low-Moderate	47	29	30	30
	Moderate	91	54	56	56
	High	40	27	27	27
	TOTAL	225	139	142	143
Unit Type:	Detached	94	58	59	59
	Duplex	18	12	12	12
	Apartments	35	21	22	22
	Mobilehomes	15	9	9	9
	Condominiums	63	39	40	41
Owner Occupied:		147	90	92	93
Renter Occupied:		78	79	50	50

Policies and Implementation

5.1.1 Retain existing residential zoning and discourage non- compatible non-residential uses in these zones.

5.1.2 Pursue available funding for the preservation and rehabilitation of viable older housing to preserve neighborhood character and, where possible, retain a supply of low and moderate-income units.

a) Continue to participate in the Housing Rehabilitation Program which provides low interest loans for the rehabilitation of homes owned or occupied by very low to moderate income households. City will improve citizen awareness of this rehabilitation loan program by: 1) making pamphlets on this program available at City Hall and at the public library; 2) contact neighborhood groups in older residential areas with this information; and 3) continuing building

code enforcement. Use funding sources such as CDBG funds, the Deferred Payment Rehabilitation Loan Program (DPRLP) as well as Redevelopment Tax Increment Set-Aside funds to implement this program. Continue participation in the Sonoma County Housing Authority's Housing Rehabilitation Program.

b) Continue to permit new housing units and housing rehabilitation in commercial zoning districts subject to a Conditional Use Permit.

5.1.3 Discourage the conversion of residential units to other uses, unless there is a finding of clear public benefit and equivalent housing can be provided for those who would be displaced by the proposed conversion.

5.1.4 Encourage and facilitate house sharing programs for senior citizens and other groups identified as having special housing needs.

a) Contact organizations in Sonoma County to determine whether they would be interested in implementing a shared housing project in Cotati.

5.1.5 Continue to regulate the conversion of existing multiple family residential units to market rate condominiums. Limited equity cooperatives and other innovative housing proposals which are affordable to very-low to low income households are encouraged.

a) Revise the Condominium Conversion Ordinance to exempt limited equity residential cooperatives which provide long term affordability for the units; require relocation assistance when units are converted; and require first right of refusal of purchase of units by occupants.

5.1.6 Residents displaced from mobile home parks converted to other uses shall be provided with relocation assistance. It shall be the responsibility of the developer to provide relocation assistance.

OBJECTIVE 5.2 FACILITATE AND ENCOURAGE THE DEVELOPMENT OF HOUSING TO MEET THE REGIONAL HOUSING NEEDS ALLOCATIONS.

Policies and Implementation

5.2.1 Pursue county, state and federal programs and funding sources that provide housing opportunities for low and moderate-income households.

a) Continue agreements with the Sonoma County Housing Authority to administer affordable housing unit programs with the City.

5.2.2 Encourage the development of residential uses in existing and new commercial areas where the viability of commercial activities would not be adversely affected.

a) Revise the Zoning Ordinance to facilitate increased multifamily housing integrated with commercial, retail and office uses. Among the items to be revised are: reduction of parking standards where several land uses share a common parking facility; flexible parking, setback, height, and lot coverage standards; permitting a maximum residential density equivalent to the R-3 Zoning District in the C-1 and O Districts; and ensuring that the ground floor in the C-1 Zoning District remain in non-residential uses.

5.2.3 Encourage limited equity residential cooperatives and other non-profit enterprises such as sweat-equity projects designed to provide affordable housing.

5.2.4 Consider impacts on housing demand in the Environmental Review process of commercial and office projects.

a) Prepare the appropriate housing impact and mitigations for employment-generating commercial, office and industrial developments in the environmental review process.

5.2.5 Encourage additional housing to meet the City's Regional Housing Need Allocations by: a) increasing the potential for multifamily housing in the Downtown Hub area through implementation of the Downtown Specific Plan; b) increasing the amount of land zoned R-3; and, c) continue to work with non-profit housing organizations to construct affordable multifamily dwellings.

a) Amend the General Plan Map and Rezone seven acres of the 14.13 acre parcel of land (AP# 144-170-004) from R-1 to R-3.

5.2.6 Continue to facilitate the construction of second dwelling units, pursuant to the City's Second Dwelling Unit Ordinance.

a) The Planning Department and the Planning Commission shall prepare and distribute a brochure for the public on second units and continue processing of second dwelling units meeting established standards.

OBJECTIVE 5.3 EXPAND HOUSING OPPORTUNITIES FOR THE ELDERLY, THE HANDICAPPED, HOUSEHOLDS WITH VERY-LOW TO MODERATE INCOMES AND FOR PERSONS WITH SPECIAL HOUSING NEEDS.

5.3.1 Facilitate senior housing projects developed with density bonuses and flexible parking, setback, lot coverage and other standards, as provided in the revised Zoning Ordinance, where found to be consistent with maintaining the character of the surrounding neighborhood.

a) Revise the Zoning Ordinance to permit senior housing developments, for persons aged 55 and over in specific residential and commercial zoning districts with reduced parking, setback and other requirements.

b) Designate an area or parcel of land suitable for senior housing funded by a HUD 202 or a similar program. Work with developers to facilitate obtaining funding and construction of senior housing on this site.

c) Continue the timely processing of projects with affordable housing and/or meeting special housing needs.

5.3.2 Continue to facilitate housing for handicapped persons.

a) Implement Building Code standards to require at least 10% of new multifamily residential projects comprising 10 or more units to be adapted to or built for handicapped persons consistent with Federal and State laws.

b) Continue the timely processing of projects with affordable housing and/or meeting special housing needs.

5.3.3 Require resale and rental controls on Below Market Rate (BMR) units.

5.3.4 Provide incentives in the Zoning Ordinance for the construction of additional housing for large families requiring 3 or more bedroom units.

a) Include incentives for the construction of developments with three or more bedrooms for large families in the Density Bonus provisions of the Zoning Ordinance. Continue the expedited processing of housing developments with at least 10% of the units greater than three bedrooms.

b) Continue the timely processing of projects with affordable housing and/or meeting special housing needs.

5.3.5 Monitor Section 8 and other affordable Below Market Rate (BMR) units that are scheduled to be converted to market rate units and develop programs preventing the loss of these affordable units.

a) Require developers utilizing tax-exempt financing to include language in agreements with the City and/or the Redevelopment Agency permitting persons and households eligible for HUD Section 8 rental assistance or Housing Voucher Folders to apply for below-market-rate units provided in the development.

b) Adopt an Ordinance requiring a one year notice to residents, the City and the Sonoma County Housing Authority of all proposed conversions of Below Market Rate housing units to market rents.

c) Consider the following options to prevent the conversion of at risk units, as appropriate: refinancing projects financed with locally-issued mortgage revenue bond proceeds; finance buyouts by nonprofits and other public entities through equity or gap financing, advancing purchase-option funds, carrying of second mortgages, interest writedowns, and/or issuance of tax exempt bonds for financing acquisitions.

5.3.6 Allow emergency and transitional shelter within the City as a permitted use in a specific site as indicated by Map #10 (Appendix).

a) Revise the Zoning Ordinance to designate an emergency and transitional housing facility a permitted use on a one acre parcel of land indicated in Map 10 (appendix).

b) Include in the Zoning Ordinance the following revisions pertaining to emergency and transitional housing:

1. Use the Uniform Housing Code (UHC) Space and Occupancy Standards applying to shelters pursuant to Health and Safety Code § 50807;

2. The site shall be adequately screened and fenced to provide an attractive appearance on all sides;

3. A well lighted, secure and attractive access be provided to the street; and

4. Architectural Review approval shall be required prior to issuance of building permit.

c) Consult with local churches, other service providers and the County's Social Service Department and the County's Homeless Task Force to maintain ongoing estimates of the demand for emergency housing.

5.3.7 Work with private, County, and State Agencies to provide emergency housing for the homeless.

a) Establish a Rental Deposit Guarantee and Revolving Loan Fund Program to specifically assist Cotati residents by preventing and reducing homelessness. Consider cooperating with the Sonoma County Housing Authority to implement this program.

b) Consider providing annual funding for Petaluma's homeless program.

5.3.8 Continue implementation of the City's Inclusionary Housing Ordinance. Require developers of residential developments of five (5) or more units to a) provide 15% of their units at rents or purchase prices affordable to low to moderate income households; b) contribute in-lieu fees of comparable value; or c) propose alternative measures so that the equivalent of 15% of their units will be available to, or affordable by, households with very-low to moderate incomes.

(This policy requires revision of the definition of Affordable Unit as specified in the Zoning Ordinance §17.30.060.(1)(a) to include very-low income households consistent within State Health and Safety Code §50079.5 definition of affordable housing. This policy may be implemented in conjunction with the Density Bonus policy below and IP.18 and IP.19. Revisions to Zoning Ordinance §17.26.060, Condominium and Planned Unit Development Options is necessary.

a) Make the following revisions to the Inclusionary Housing Ordinance: revise the definition of 'affordable unit' to include dwellings that are affordable to households with very low incomes in accordance with the income guidelines adopted by the United States Department of Housing and Urban Development (HUD); and require at last five percent of the inclusionary units to be affordable to households with very low incomes. In addition, consider using the following performance criteria for inclusionary units: The exterior appearance of inclusionary units shall not be different than other units in the housing development of which they are a part; and inclusionary units shall be dispersed or distributed throughout the development rather than being concentrated in one portion of the development.

b) Continue the Inclusionary Housing Fund and the Redevelopment Agency Fund. Contributions to these funds would come from Redevelopment Agency Set-Aside funds and funds collected from private and public sources to implement and housing in-lieu fees. Use of the Housing Funds will be governed by guidelines established in the Zoning Ordinance and the Redevelopment Agency regulations, as applicable. Establish a five-year housing program for the City and consider the uses and sources for the housing funds listed below:

Uses for housing funds:

- Land acquisition for Below Market Rate (BMR) housing;
- Capital Improvements to BMR housing;
- Rehabilitation loans;
- Contribute to funds established for emergency and transitional housing;
- Replacement of waived or reduced City fees for BMR projects;
- Buy-downs on mortgages for purchasers of BMR units;
- Subsidize programs that provide housing units to compensate for below market rate units lost through expiration of Section 8 agreements;
- Subsidize mortgage financing for Below Market Rate Units; and
- Other related implementation actions.

Funding Sources:

- Redevelopment Bonds and Housing Set-Aside funds;
- Federally sponsored Community Development Block Grant (CDBG) Funds;
- State housing program funds; and
- City funds from inclusionary housing in-lieu fees.

c) Seek all available State and Federal assistance to develop affordable housing and encourage additional affordable housing units, through for example, developer agreements, mortgage revenue bonds, Redevelopment Agency tax-exempt financing and the Deferred Payment Rehabilitation Loan Program.

d) Continue to implement fast-tracking of projects with affordable housing and/or meeting special housing needs.

e) The Redevelopment Agency will continue to use its unique powers to actively encourage the development of affordable housing by providing technical and financial assistance to reduce the cost of housing.

f) Maintain adequate staff in the Planning Department to process and review housing development applications in a timely manner, recognizing that delays in permit processing add to the cost of housing.

g) Seek sponsors to utilize State funds to develop a limited equity cooperative (LEC). Specific City actions to achieve this objective include: assessing the viability and process of establishing an LEC; make such information available at the Planning Department; seek cooperation and support for this program with the Sonoma County Housing Authority and non-profit housing organizations in the area such as the RCHDC; and locate potential sites for a LEC.

5.3.9 Continue to provide incentives for the construction of affordable housing in conformance with Government Code § 65915. (This policy requires revision of the density bonus provisions of the Zoning Ordinance to comply with recent amendments to Government Code § 65915 et seq.)

a) Revise the Zoning Ordinance § 17.26.050 to comply with the Density Bonus provisions of Government Code § 65915 requiring the granting of a density bonus and an additional financial incentive, or financially equivalent incentive(s), to a developer of housing agreeing to construct at lease: 1) 20% of the units for low-income households; 2) 10% of the units for very-low income households; or 3) 50% of the units for senior citizens.

b) Revise the Zoning Ordinance § 17.26.050 to remove constraints to the construction of affordable housing. Revise the ordinance as follows:

1. eliminate the 45% inclusionary units for a 40% density bonus;

2. permit a density bonus of up to 45% for projects with more than 15% of the units affordable to very-low and low income households;

3. the number of very low and low income units would be specified in the Zoning Ordinance, taking into account such factors as: project size, the density bonus requested pursuant

to this program, IP.18 and IP.19; redevelopment agency participation in the project; and reduction in city fees and/or other city requirements; and

4. apply this program to the following Zoning Districts only : C-1, O, R-2 and R-3.

OBJECTIVE 5.4 PROMOTE HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF RACE, AGE, MARITAL STATUS, ANCESTRY, NATIONAL ORIGIN OR COLOR.

Policies and Implementation

5.4.1 Equal Housing Opportunity. Continue to facilitate non-discrimination in housing in Cotati.

a) Facilitate equal housing opportunity by continuing the designation of the City Manager as the City's Equal Opportunity Coordinator with responsibility to investigate and deal appropriately with complaints. Information regarding equal housing opportunity laws and the City's Equal Housing Opportunities Coordinator shall be prepared and distributed to the public at City Hall.

5.4.2 Continue to refer landlord-tenant disputes to the Rent Appeals Board.

a) Continue to provide nondiscrimination clauses in rental agreements and deed restrictions for housing constructed with either City or with Development Disposition Agreements and Owner Participant Agreements when Redevelopment Agency participation occurs.

OBJECTIVE 5.5 DESIGNATE SUITABLE RESIDENTIAL SITES TO ALLOW ORDERLY GROWTH.

Policies and Implementation

5.5.1 While maintaining the existing rural ambiance, encourage infill housing on existing sites to take advantage of infrastructure availability.

a) Review residential sites in the Hub area to determine appropriateness for higher density residential or commercial use, or continuation as low density residential.

b) Investigate and facilitate the use of city and church-owned sites for residential development.

5.5.2 Identify and pre-plan for annexation of contiguous land to assure adequate future sites.

a) Planning Commission shall establish a residential annexation policy to identify potential housing sites within Cotati's sphere of influence, contact property owners to determine development interest, establish ability to provide urban services, and participate in annexation or pre-zoning.

b) Develop a long-range annexation and residential re-use policy to assure adequate housing mix and capacity in 1995 and 2005.

5.5.3 Master-plan urban services to existing and potential residential neighborhoods to assure that service extensions occur concurrently with development.

a) Review existing public infrastructure and service master plans to determine remaining capacities, necessary upgrading, expansion potential and needed new improvements. Calculate a preliminary financing program to extend municipal services to unserved residential land.

GOAL 6 ENHANCE THE QUALITY OF LIFE OF COTATI RESIDENTS THROUGH THE CREATION AND MAINTENANCE OF WELL-DESIGNED AND APPROPRIATELY SERVED NEIGHBORHOODS.

OBJECTIVE 6.1 ENSURE THAT ALL NEW RESIDENTIAL DEVELOPMENT IS COMPATIBLE WITH ADJACENT LAND USE

Policies and Implementation

6.1.1 Assure that all residential developments are located near land uses that would not be visually unaesthetic, noisy or unsafe.

a) The Zoning Ordinance should be amended as necessary to assure compatibility of all new residential development with surrounding land uses. The Planning Department shall monitor this as part of the Land Use Map update.

OBJECTIVE 6.2 IN APPROPRIATE AREAS NEW DEVELOPMENT MAY CLUSTER THE HOUSING UNITS SO AS TO CONSERVE LIMITED LAND RESOURCES AND ENERGY.

Policies and Implementation

6.2.1 All new development should conserve land resources and incorporate energy conserving design features.

a) The Design Review Committee shall review all proposed developments to assist in promoting energy and land conserving designs and site layouts.

OBJECTIVE 6.3 IMPROVE THE CONDITION OF COTATI'S EXISTING HOUSING STOCK AND MAINTAIN THE UNIQUE QUALITY OF COTATI.

Policies and Implementation

6.3.1 Encourage the renovation of existing housing stock to preserve the unique character of Cotati.

a) All renovations of existing housing stock shall be reviewed by the Design Review Committee or "over-the-counter" as allowed. The City staff shall obtain information on assistance programs available through the Sonoma County Community Development Commission, the Sonoma County Housing Authority and any other governmental assistance programs currently available.

6.3.2 Provide for the identification of health and safety deficiencies of housing units at the time of resale.

a) A visual inspection of housing units at the time of resale shall be made available by the Building Department, for an appropriate fee, which shall be determined by the City Council. This inspection will not guarantee the safety or soundness of the units, but it will help to identify those problems which are apparent within said units.

6.3.3 Ensure that rental units are well-maintained and meet code requirements.

a) An information program should be established by the Planning Department, working with community and civic groups to ensure that information is available to all property owners regarding rental rehabilitation programs administered by the Sonoma County Community Development Commission.

6.3.4 Ensure that Cotati's housing quality, both rental and owner-occupied, is maintained and enhanced.

a) The City shall continue to provide an information referral service available to all property owners regarding home improvement programs administered by the Sonoma County Housing Authority.

OBJECTIVE 6.4 ENSURE RESIDENTIAL PROJECTS ARE DESIGNED WITH CONVENIENT ACCESS TO COMMERCIAL USES, RECREATIONAL USES, EMPLOYMENT , PUBLIC SERVICES AND OTHER DESTINATIONS THROUGH A COMBINATION OF MOTOR VEHICLE, BICYCLE AND PEDESTRIAN CIRCULATION ROUTES.

Policies and Implementation

6.4.1 Site designs shall minimize paved surfaces and roadway lengths while providing adequate access for normal circulation and emergency vehicles.

a) The Design Review Committee shall review all new developments of 4 or more units to ensure that paved surfaces are kept to a minimum, consistent with safety.

6.4.2 Site design shall minimize vehicular, bicycle and pedestrian conflicts.

a) The Design Review Committee shall review all new developments of 4 or more units to eliminate or minimize, to the extent possible, any conflicts between vehicular traffic and pedestrian traffic.

6.4.3 Site designs shall maximize access to commercial uses, recreational uses, employment, public services and other destinations using a minimum of pavement.

OBJECTIVE 6.5 NEW DEVELOPMENTS SHALL PROVIDE FOR PRIVATE AND SEMI-PRIVATE OPEN SPACE.

Policies and Implementation

6.5.1 Establish reasonable lot area per dwelling unit requirements.

a) The Zoning Ordinance should be amended as necessary to accommodate flexibility in required lot sizes to provide for open space.

6.5.2 Common open space, or in-lieu contribution, shall be provided in planned residential communities.

a) The Planning Commission and City Council shall establish criteria for the amount of open space to be required in each planned residential development, directly or by in-lieu contribution, and the Zoning Ordinance should be amended as necessary.

6.5.3 Common open space that is not City property shall be privately maintained.

a) The Land Use Ordinance shall establish criteria for the maintenance of private open space in all planned residential developments, which maintenance shall be provided by the developer, or appropriate Home Owners Association.

OBJECTIVE 6.6 PROTECT THE GENERAL QUALITY OF LIFE IN DESIGNATED OR DEVELOPED RESIDENTIAL AREAS LOCATED ADJACENT TO PROPERTY WHICH MAY BE DEVELOPED FOR NON-RESIDENTIAL PURPOSES.

Policies and Implementation

6.6.1 Ensure that all commercial development is compatible with adjacent land uses.

a) Through the environmental review process, appropriate mitigation measures shall be identified and mitigated to protect neighboring residential properties.

b) In order to encourage maximum public participation in the decision making process of any pending Planning Commission hearing requiring Design Review approval, Planning Department shall notice all property owners and residents within 500 feet of the project site by mail.

c) Ensure that the design and operational impacts of commercial and other non-residential projects located adjacent to residential areas is compatible with the surrounding neighborhood(s). The following partial list includes, but is not limited to, design concepts that should be avoided in commercial projects that abut residential areas:

- Corporate design/"signature" buildings and signage, rather than projects specifically designed to fit into the neighborhood
- Inappropriate building scale and/or siting on the lot
- Limiting or discouraging pedestrian access
- Excessive noise due to long hours of operation or inappropriate location of accessory structures
- Excessive glare or excessive impacts from light sources onto adjacent properties
- Unnecessary loss of community resources (archaeological, historical, ecological, recreational, etc.)

d) Require adequate buffers to protect residential areas, developed or undeveloped, from intrusion of non-residential activities that may degrade the quality of life in such residential areas.

e) There shall be no on-site lighting cast by a commercial business onto adjacent residential properties.

GOAL 7 MAINTAIN A SAFE ENVIRONMENT BY PROVIDING ADEQUATE PROTECTION FROM TRAFFIC, FIRE, CRIME, NATURAL DISASTER AND HAZARDOUS MATERIALS.

OBJECTIVE 7.1 ENSURE THAT ESSENTIAL FACILITIES ARE LOCATED AND DESIGNED SO THAT THEY WILL REMAIN OPERABLE IN THE EVENT OF AN EMERGENCY OR NATURAL DISASTER.

Policies and Implementation

7.1.1 Identify all areas of potential natural hazards and areas of probable greatest jeopardy for each type of disaster and ensure that these areas are developed for hazard-compatible uses. (See map 1)

a) Areas of the City which pose the greatest potential danger from landslides and seismic activity, including liquefaction have been identified (see map 1). Prior to development within these areas, a soils study shall be submitted for review by a qualified soils engineer.

7.1.2 Future sites of public and critical use buildings, shall be in areas of low environmental hazards.

a) Strict adherence to the requirements of the Uniform Building Code shall be required in all areas of the City. Public and Critical Use buildings shall not be located in areas susceptible to potential natural hazards.

7.1.3 Critical facilities in the Cotati Planning Area shall be designed and constructed to withstand the "maximum probable" earthquake and remain in service.

a) Any critical use building shall meet earthquake codes and standards.

7.1.4 The structural integrity of all existing City facilities will be reviewed and those facilities found unsatisfactory will be strengthened.

a) All building codes shall be adhered to so as to provide for maximum safety requirements. The inspection shall be made by the Building Department.

OBJECTIVE 7 PROTECT THE CITIZENS FROM FLOODING, SEISMICACTIVITY AND OTHER NATURAL DISASTERS.

Policies and Implementation

7.2.1 New development or governmental action shall not compound the potential for flooding. (See map 1)

a) As part of the permit process, developers shall be required to make hydrological studies for all new developments as required by the City Engineer. Studies shall encompass the project site as well as the entire drainage area.

7.2.2 All new developments in the city shall be designed to minimize vegetation removal, soil compaction, and site coverage.

a) Through the Zoning Ordinance, the City shall establish standards to be followed by developers which specify maximum permissible vegetation removal, soil compaction, and site coverage. There shall be on-site inspections by the Building Inspector to ensure compliance.

7.2.3 Adequate drainage and erosion control shall be provided during construction of all new developments.

a) As part of the permit process, developers shall be required to follow drainage and erosion standards established by the City Engineer and Sonoma County Water Agency for all developments. There shall be an on-site inspection by the City to ensure compliance.

7.2.4 Prepare Disaster Preparedness and Safety plans and distribute information to affected residents, businesses, and property owners.

a) An emergency plan shall be developed and updated so that all citizens have access to a community shelter.

b) A public information program shall be developed by the Police Department which will provide all citizens with access to needed information concerning Disaster Preparedness and Safety.

OBJECTIVE 7.3 REDUCE THE POTENTIAL FOR HUMAN INJURY AND PROPERTY DAMAGE WHICH MAY RESULT FROM EARTHQUAKE AND OTHER GEOLOGIC HAZARDS.

Policies and Implementation

7.3.1 Identify potential geologically hazardous areas and ensure that these areas have development limits. (See map 1)

a) The submission of geologic and soils reports shall be required for all new developments. The geologic risk areas that are determined from these studies shall have standards established and be zoned accordingly.

7.3.2 Natural slopes should be maintained and existing vegetation preserved, especially in areas with a slope greater than 15%. (See map 1)

a) Through zoning and the permit process, standards shall be established and applied to those areas with potential erosion and runoff problems due to slope.

7.3.3 Remedial measures are to be employed to reduce erosion.

a) When a change in natural grade or removal of existing vegetation is necessary, appropriate vegetative cover to stabilize slopes and reduce erosion will be required. This shall be accomplished through the permit and design review process.

OBJECTIVE 7.4 MAINTAIN HIGH QUALITY FIRE PROTECTION AND POLICE SERVICES.

Policies and Implementation

7.4.1 Assure adequate staff and equipment in the Fire Protection District to accommodate population growth in Cotati.

a) The City Staff shall work with the Fire Protection District, on a continuing basis, on the review of staffing levels and equipment for said District, in order to ensure an adequate level of Fire Protection service.

7.4.2 Encourage the Fire Protection District to strive to assure a four-minute response time for emergency vehicles.

a) The Fire Protection District shall continue to investigate and recommend procedures for achieving a four-minute response time to all areas of the City, including the feasibility of

establishing auxiliary fire stations. The Fire Chief shall be invited to make periodic reports to the City Council.

7.4.3 City streets shall be maintained in such a way so as not to impede emergency vehicles.

a) The Fire Chief and the Police Department shall survey all city streets to assure they are maintained to a degree that allows emergency vehicles ready access to all parts of the City and report any problems to the Public Works Department.

7.4.4 New development shall be constructed to minimize the risk of fire.

a) The Uniform Building Code and the Uniform Fire Code shall be enforced in a professional manner in order to ensure that all construction utilizes fire resistant materials where required.

7.4.5 All new development shall be served with adequate water for fire protection.

a) As part of the permit process, and before a building permit is issued, the Building Department shall confer with the Fire Protection District in order to determine that there is adequate water for fire protection, consistent with the level of development proposed, as stipulated by the Insurance Services Organization (ISO) and the State Fire Marshall standards.

7.4.6 The Police Department shall have adequate staff and equipment to accommodate population growth in Cotati.

a) An Assessment and Evaluation of the needs of the community shall be made periodically by the Police Chief and City Manager to ascertain means of assuring that the Police staff and equipment are adequate to meet the needs of the community. The Police Chief, through the City Manager, shall provide periodic reports to the City Council.

7.4.7 Encourage citizen involvement in activities to reduce the likelihood of crime.

a) A Neighborhood Watch Program should be promoted in conjunction with the Police Department.

OBJECTIVE 7.5 PROTECT CITIZENS FROM DANGERS RELATED TO THE MOVEMENT, STORAGE AND MANUFACTURE OF HAZARDOUS MATERIALS.

Policies and Implementation

7.5.1 Producers and users of hazardous materials shall be encouraged to reduce the amounts generated.

a) The City shall, through participation as a member of the Sonoma County Waste Management Agency, work to educate the community about alternative products.

7.5.2 Hazardous Waste generated within the City of Cotati shall be disposed of in a safe manner.

a) The City shall continue to support the creation of a permanent hazardous waste storage facility by the Sonoma County Waste Management Agency.

7.5.3 Hazardous materials shall be stored on site in a safe manner.

a) The Fire District shall keep a list of all hazardous materials stored at each business and shall ensure that each material is stored in a manner consistent with the requirements of the Sonoma County Environmental Health Department.

OBJECTIVE 7.6 DEVELOP SAFE TRAVEL CONDITIONS FOR ALL MODES OF TRANSPORTATION.

Policies and Implementation

7.6.1 Sites with a high frequency of traffic accidents shall be modified to minimize such occurrences.

a) Through traffic engineering studies, the City Engineer shall evaluate the cause of accidents on these sites. Through the use of available city funds, reduction of speed limits, installation of traffic lights, stop signs, speed bumps, etc., shall be made as appropriate.

7.6.2 A "Level of Service D" shall be the minimum Level of Service maintained at all intersections. (See Appendix for definitions of "Levels of Service" and an Intersection Service Levels analysis of already impacted intersections. See Map 7a for the current Level of Service ratings for these intersections.)

a) Future development shall be contingent upon maintenance of "Level of Service D" at impacted intersections. Through the CEQA process, mitigation measures may be required to maintain the "Level of Service D". These improvements must occur prior to or concurrent with construction.

7.6.3 Bicycle paths shall be established, maintained in good condition and/or repaired, in order to keep bicyclists safe from vehicular traffic. (See map 5.)

a) Transportation Development Act, Article III, funds, and other funds available to the City shall be used to maintain,repair and/or establish bike paths in order to make bicyclists safe from vehicular traffic.

7.6.4 Safe pedestrian paths shall be maintained throughout the community. (See map 6.)

a) The City shall be charged with the responsibility to repair and maintain all public pedestrian paths in the City.

GOAL 8 MAINTAIN ADEQUATE PUBLIC AND PERSONAL SERVICES AND FACILITIES THAT MEET THE MEDICAL, SCHOLASTIC, RECREATIONAL, WATER, AND SEWAGE NEEDS OF COTATI.

OBJECTIVE 8.1 WORK WITH THE COTATI/ROHNERT PARK UNIFIED SCHOOL DISTRICT TO PROVIDE QUALITY EDUCATION FOR THE YOUTH OF COTATI.

Policies and Implementation

8.1.1 Evaluate potential housing developments for possible school enrollment impacts.

a) Through the California Environmental Quality Act, all new residential development shall be evaluated by the School District regarding the impacts of the development on public schools in the area.

OBJECTIVE 8.2 PROVIDE FOR ADEQUATE SEWER SERVICE.

Policies and Implementation

8.2.1 The City shall work with the Santa Rosa Sub-regional wastewater system and neighboring cities to assist in the maintenance of an adequate sewage treatment and disposal system for the region.

a) The City shall coordinate Cotati's sewage system with other municipalities and the County (Santa Rosa, Rohnert Park, Sebastopol, and Sonoma County) to bring about more efficient and effective solutions for the affected region.

8.2.2 Ensure sewage system capacity is adequate to match the rate of development.

a) Develop a program to reduce sewer usage. Continue to implement the low flow toilet retrofit program.

b) Continue to participate in the Santa Rosa Subregional Sewage System efforts to expand capacity and locate appropriate uses for the treated wastewater.

OBJECTIVE 8.3 PROVIDE AN ADEQUATE SUPPLY OF CLEAN, FRESH WATER.

Policies and Implementation

8.3.1 Septic tanks shall not contaminate the water supply in Cotati.

a) Water quality tests shall be performed as needed by the Sonoma County Health Department on all properties with on site septic disposal systems. These tests shall include bacteriological tests to identify the type and determine the levels of bacteria present.

8.3.2 Ensure the water system is adequate to match rate of development.

a) Through the permit process, prior to development, an assessment shall be made of the expected impact on the water system. The Planning Department and the City Engineer shall be responsible for assuring that the assessments are made.

b) Implement all practical groundwater recharge options.

OBJECTIVE 8.4 NEW DEVELOPMENT SHALL NOT UNNECESSARILY BURDEN EXISTING PUBLIC SERVICES AND FACILITIES.

Policies and Implementation

8.4.1 The City shall approve development only in those areas where adequate city facilities are available or will be provided by the development.

a) The City shall maintain a Public Services Master Plan which charts the extension of city services and facilities (present and expected). This shall be based on land uses proposed in the General Plan.

8.4.2 Maintain development fees at a sufficient level to finance infrastructure costs.

a) The Planning Commission and City Council shall evaluate the degree of impact a development will have on the City's infrastructure. The City Council shall ensure that appropriate impact fees and assessments are levied accordingly.

8.4.3 Public land for parks shall be provided at the rate of one acre of parkland per 200 residents (1:200). (See existing and proposed parks table.)

a) The Planning Department shall tabulate population increases generated by all new residential development; the City shall ensure that the parklands identified are developed accordingly.

b) The Community Services Commission and Planning Department shall work aggressively with the City Council to recommend the acquisition of additional park land in order to reach and maintain the City standard of one acre of park land to 200 residents (1:200).

OBJECTIVE 8.5 CHILDCARE OPPORTUNITIES SHALL BE ENCOURAGED

Policies and Implementation

8.5.1 Facilitate the location of private preschools and all-care centers, especially those that operate year-round.

a) The City shall cooperate with those wishing to establish such private centers by assisting in the location of appropriate sites. These sites may be located in industrial or commercial centers, as a Conditional Use.

OBJECTIVE 8.6 ENCOURAGE HEALTH CARE FACILITIES AND SERVICES FOR ALL CITIZENS.

Policies and Implementation

8.6.1 Supplemental health programs and services shall be established and maintained.

a) The City shall work with the County Health and Mental Health Departments to investigate the most effective means of establishing general psychological, counseling, senior, and mobility-impaired services.

8.6.2 The City shall provide training programs to the public in emergency health care such as first aid and cardiopulmonary resuscitation.

a) The City shall work with the providers of Emergency Services (Ambulance Services, Fire District, and Police) on an on-going basis to ensure the availability of first aid and cardiopulmonary resuscitation.

8.6.3 Establish a referral service system providing information on substance abuse and related programs.

a) The City Staff shall maintain a referral program which will match people desiring help with the appropriate programs available in the county.

GOAL 9 PROMOTE CONSERVATION OF ENERGY AND OTHER NATURAL RESOURCES.

OBJECTIVE 9.1 ACHIEVE A HIGH LEVEL OF ENERGY EFFICIENCY IN ALL NEW BUILDINGS AND IN MODIFICATIONS OF EXISTING ONES.

Policies and Implementations

9.1.1 Require minimum energy conserving measures in site layout, construction, space conditioning, and lighting in new development.

a) The Zoning Ordinance shall be reviewed to consider minimum energy conserving standards for setbacks, building heights and vegetation. The Design Review Committee shall monitor adherence to these regulation.

b) The Building code shall be amended to include a requirement that all new swimming pools be solar heated. Adherence to this regulation shall be reviewed by the building permit/plan check process.

c) Through the permit process the Building Inspector shall strictly enforce the state energy consumption standards.

9.1.2 Promote use of alternative energy sources in new development.

a) By City Council Resolution all new City facilities shall be built to meet or exceed state energy consumption standards, including the use of passive solar design and solar heated hot water. Adherence to this resolution shall be reviewed in the building permit/plan check process.

b) Continue to administer the policy within the Zoning Ordinance to include density bonuses and Floor Area Ratio bonuses for residential developments that are designed to rely on passive solar heating and cooling. This shall be monitored through the Design Review Committee approval process.

OBJECTIVE 9.2 LAND USE DESIGN FEATURES SHALL MAXIMIZE ENERGY CONSERVATION.

Policies and Implementation

9.2.1 Ensure protection of solar access.

a) The Zoning Ordinance shall be amended to protect rooftop and southern exposure solar access for all new developments. The Design Review Committee shall review plans to ensure compliance.

9.2.2 Street layout and design shall minimize use of pavement in order to reduce cooling energy needs.

a) The Subdivision Regulations shall be amended to include standards for City streets that minimize width, subject to safety service requirements, and require a primarily east-west orientation of streets in new developments, where feasible. The Design Review Committee shall review plans for compliance.

b) The Zoning Ordinance shall be amended to include provisions for alternative parking lot surfaces, e.g. turf block, where appropriate. The Design Review Committee shall review plans for compliance.

9.2.3 A deciduous tree program that does not interfere with solar access, and is located on the park strip, shall be required in all new development.

a) The Subdivision Regulations shall be amended to require that new streets, or developments along existing streets, include an approved shade tree program. The Design Review Committee shall review plans for compliance.

b) Applications for single family homes shall require participation in this program.

9.2.4 Encourage private sector participation in tree planting.

a) The City shall adopt a landscape and tree ordinance that will give preference to native and drought tolerant species and which includes guidelines and standards to preserve and protect historic trees. The Planning Department shall review and revise as necessary.

b) The City Council shall establish, with the help of civic and social groups, and in conjunction with local nurseries, an annual tree planting day.

9.2.5 All new development shall be contiguous with existing development.

a) The General Plan shall not allow development beyond the Sphere of Influence indicated on Map 2. The Planning Department in their plan check process shall ensure this is followed.

OBJECTIVE 9.3 ENHANCE COTATI'S MICRO-CLIMATE.

Policies and Implementation

9.3.1 Encourage widespread use of trees as windbreaks and maximize the effects of cooling westerly winds.

a) The Design Review Committee in their Plan Review process shall encourage the use of trees for windbreaks and wind channeling in new development.

9.3.2 Minimize use of pavement and utilize deciduous trees to help reduce summer temperatures.

a) Site designs shall minimize paved surfaces and roadway lengths while providing adequate access for normal circulation and emergency vehicles.

b) A deciduous tree program that does not interfere with solar access, and is located on the park strip, shall be required in all new development.

9.3.3 Encourage the development of well-located green open spaces.

a) Amend the Subdivision Regulations to include specifications for type and amount of open space within new developments. The Planning Department in their plan check process shall ensure this is followed.

OBJECTIVE 9.4 ALLOW APPROPRIATE NON-RESIDENTIAL ACTIVITIES IN RESIDENTIAL AREAS.

Policies and Implementation

9.4.1 Mix residential and commercial uses in appropriate areas. (See map 3).

a) Home Occupations are to be permitted in residential areas, provided they do not alter the residential character of the neighborhood. All applications for Home Occupations will be reviewed through the business license process.

b) Continue to encourage mixed office, retail, and residential uses which are permitted as a conditional use in appropriate areas. Adherence to the requirement shall be reviewed by the Planning Department plan check process.

9.4.2 Ensure compatibility of non-residential uses with the neighborhood.

a) The Zoning Ordinance shall contain guidelines for Home Occupations, including permitted occupations, number of employees, hours of operation, advertising, storage facilities, affect of traffic flow, parking and noise. Adherence to the requirement shall be reviewed by the Planning Department through the Home Occupation Permit Process.

OBJECTIVE 9.5 REDUCE CONSUMPTION OF NATURAL RESOURCES.

Policies and Implementation

9.5.1 Promote water conservation among residential and commercial water users.

a) The Public Works Staff shall establish a water consumption budget for each type of structure depending on size and use, and maintain two rates for water consumption, with a significantly higher rate for those customers exceeding their established budget, and a lower rate for those using less water. Adherence to this shall be monitored by the Public Works billing department.

b) The City Engineer shall develop a guide on appropriate re- use and conservation of water. This guide shall be made readily available to residents through local commercial outlets, City Hall, senior centers, churches, and through local school curriculum.

9.5.2 Drought-tolerant and native plants shall be encouraged for use in landscaping.

a) Amend the Subdivision Regulations and Design Review Criteria to include a list of drought-tolerant and native plants appropriate for use in Cotati. Adherence to this list in new development and other projects requiring design approval will be reviewed by the Design Review Committee.

9.5.3 Layout and design of future development shall be such that the use of transportation modes other than automobiles and trucks shall be feasible and practical.

a) The Subdivision Regulations shall encourage alternative modes of transportation within new subdivisions. Adherence to the regulations shall be monitored by the Design Review Committee.

b) The Subdivision Regulations shall be amended to require residential developments of 15 units and more to provide for the inclusion of transit stops where feasible or payment of fee as

adopted by City Council for development of transit stops in appropriate locations. Adherence to the regulation shall be monitored by the Design Review Committee.

c) The Zoning Ordinance shall be amended to require new commercial and industrial developments to provide safe and practical bicycle storage facilities when appropriate. Adherence to this will be reviewed by the Design Review Committee.

9.5.4 Promote the continuation of the City-wide recycling program.

a) The City shall work with the refuse collection contractor to continue and expand an effective recycling program of glass, paper, aluminum, plastic, and other recyclable materials.

b) The City's contractor shall be responsible for periodic press releases which remind residents about the recycling program.

c) The City shall work with the refuse collection contractor to provide a higher level of recycling service for multiple family projects.

9.5.5 Reduce solid waste by 25% by 1995 and 50% by the year 2000.

a) The City shall work with the solid waste refuse collector to implement a program for separating solid waste materials into recyclable and non-recyclable.

b) The City shall work with the solid waste refuse collector to continue a compost program for organic materials.

c) The City shall undertake a solid waste reduction education program.

CHAPTER VII

ECONOMIC VITALITY

INTRODUCTION

The Economic Vitality Section of the General Plan addresses the strengths and weaknesses of Cotati's economy. The importance of the local economy and its impact on the short and long-term future of Cotati has been increasingly apparent to the City Council and the community for some time. The City Council and the community were both involved in development of an Economic Development Action Plan and Implementation Strategy in 1986. The Council has also established an Economic Development Task Force, which has provided valuable assistance in developing economic development programs for Cotati. The findings of the Economic Development Action Plan and the Economic Development Task Force form the basis for the Goals, Objectives and Policies of this section. The elements found within this chapter include land use, circulation, conservation and safety.

The "HUB" (i.e., that area within the name streets hexagon) presents both a complex problem and a unique opportunity for economic growth. The Hub has a mix of existing uses, including commercial, single-family, and multiple family. The existing major thoroughfares (Old Redwood Highway, East Cotati Avenue, and West Sierra Avenue) carry both local and non-local destination traffic, and effectively fragment the Hub into sub-areas. The result diminishes the use of the Hub as a community focal point. Any decision regarding the future of this area involves evaluating a complex matrix of land use, transportation and design elements.

The Hub also presents an opportunity in that by its unique configuration, it defines the community by giving the City a center, a downtown. Through proper planning the Hub can be a tremendous economic resource for the City. A Specific Plan for the Hub area was prepared in 1991, which evaluated the Hub on a parcel by parcel basis, as well as the traffic circulation patterns within the Hub. Design criteria for the Hub area was developed.

The Industrial Avenue area, currently zoned M-1 and M-2, will be rezoned to allow for light industrial uses on the south part of the street and commercial uses on the north half of the street. The existing concrete batch plant should be relocated to another location. An innovative land use in this area would be the possible establishment of a commuter depot, which would serve a future light rail/bus line linking Santa Rosa to San Francisco.

GOAL 10 ESTABLISH AND MAINTAIN A HEALTHY LOCAL ECONOMY THAT INCLUDES A DIVERSITY OF COMMERCIAL AND INDUSTRIAL ENTERPRISES WHICH WILL PROVIDE GOODS, SERVICES AND EMPLOYMENT OPPORTUNITIES TO COTATI'S RESIDENTS AND WHICH WILL BE CONSISTENT WITH THE COMMUNITY'S SMALL-TOWN IMAGE.

OBJECTIVE 10.1 ENCOURAGE THE DEVELOPMENT OF A HEALTHY INDUSTRIAL SECTOR.

Policies and Implementation

10.1.1 The City shall pursue an aggressive industrial marketing campaign.

a) Working with the Chamber of Commerce and others, the City shall identify and publicize industrial parcels available for development.

10.1.2 The City shall work with industrial property owners to maintain competitive prices for industrial property.

a) The City shall offer special assessment districts to extend utilities to industrial properties as a means of limiting the costs of improvements.

b) The City of Cotati Redevelopment Agency shall evaluate and possibly participate in the cost of public improvements for industrial projects within the Redevelopment Project Area.

10.1.3 The City shall ensure that no industrial use poses a threat to the security of the population or to the property values of the community.

a) Through the California Environmental Quality Act, staff shall evaluate each proposal to determine the scope of potential environmental impacts and potential mitigation measures.

OBJECTIVE 10.2 ENCOURAGE AND STRENGTHEN THE COMMERCIAL SECTOR WITHIN THE CITY.

Policies and Implementation

10.2.1 The City shall encourage the growth of new commercial enterprises within appropriately zoned areas while maintaining the stability of the existing commercial businesses.

a) The City of Cotati Redevelopment Agency shall evaluate and possibly participate in the cost of public improvements for commercial projects within the Redevelopment Project area.

b) As funds become available, the City of Cotati Redevelopment Agency shall evaluate and possibly offer low interest rehabilitation loans to existing businesses.

10.2.2 The City shall ensure that no commercial use poses a threat to the security of the population or to the property values of the community.

a) In conformance with State Law, the City shall, through the Zoning Ordinance and Conditional Use Permit process, carefully review and regulate future outlets of alcoholic beverages.

GOAL 11 ESTABLISH THE INNER HUB AREA AS A PRINCIPAL RETAIL AND SERVICE CENTER.

OBJECTIVE 11.1 PROMOTE SMOOTH VEHICLE AND PEDESTRIAN TRAFFIC FLOW IN THE HUB AREA THAT MINIMIZES CONGESTION.

Policies and Implementation

11.1.1 The City shall implement the La Plaza Specific Plan, including the standards for land use, traffic circulation, and building design.

a. Through the planning process, City shall utilize the standards of the La Plaza Specific Plan in evaluating all potential projects in the Hub area.

b. Mixed uses shall be encouraged in the Hub area.

11.1.2 Provide sufficient funds for anticipated traffic improvements.

a) Investigate the potential of an Assessment District to fund needed improvements to city streets, sidewalks and traffic control devices within the district.

b) The City shall continue to utilize the La Plaza Specific Plan to evaluate impacts to the Hub.

c) The City shall pursue other funding sources as they become available.

11.1.3 Decisions on individual site uses in the Hub shall consider potential impacts on the Hub and on collector and arterial streets.

a) The Planning Department will require all projects to submit estimates of traffic volumes to and from their site, the size and type of vehicles (i.e., multi-axle vehicles or automobiles) and how the volumes of traffic will be distributed throughout the 24 hour day. The

Planning Commission will review the data and its cumulative impact on city streets as part of the approval process.

11.1.4 Provide safe walking areas for pedestrians, allow safe on-street parking and provide adequate street width for fire safety vehicles in the Hub.

a) Continue to utilize the La Plaza Specific Plan to evaluate pedestrian traffic patterns, on-street parking and adequate street width for emergency vehicles.

b) Through the planning process, all projects shall be evaluated to ensure pedestrian and emergency safety.

OBJECTIVE 11.2 INSURE THAT ADEQUATE PARKING IN THE HUB AREA IS AVAILABLE.

Policies and Implementation

11.2.1 Provide off-street parking behind existing and new businesses.

a) The City shall pursue the adoption of a resolution forming a Parking Assessment District (PAD) whose charge shall be:

i. delineate the boundary served by the PAD;
ii. set an annual fee on parcels within the district prorated by size of parcel;
iii. survey business owners in the Hub to determine if areas behind existing businesses can be developed for off-street parking;
iv. work with the owners of the businesses served by that area to implement improvements;

b) The City Council shall appoint members to the PAD as follows: two council members, one planning commission member, one design review committee member, and three property owners in the district. The PAD will work with the Planning Department which will report to the City Council semi-annually.

c) The Design Review Committee will promote parking which provides access to side streets serving the Hub area in order to keep entrances and exits onto Old Redwood Highway to a minimum. Land use diagrams of neighboring parcels will indicate if the interior land can join with neighbors to provide parking spaces or provide street access for interior space. The Planning Commission shall review recommended plans for development in the Hub area for provision of adequate parking.

OBJECTIVE 11.3 ESTABLISH A DOWNTOWN CHARACTER WHICH PRESERVES THE HISTORICAL "OLD TOWN" FEELING OF THE HUB AND PROMOTES NEW DEVELOPMENT WHICH IS COMPATIBLE IN SCALE WITH EXISTING STRUCTURES.

Policies and Implementation

11.3.1 The City shall implement the Specific Plan to assure uniform design standards for the Hub area including street lighting, street furniture and pavement surface materials.

a) The Design Review Committee shall develop standards for exterior building designs (to include a theme(s) for buildings), indicate exterior materials and texture desired, compatible color design, sidewalk textures and curbing, landscaping themes for residential and commercial areas, types of street furniture, planters, and fixtures consistent with the overall Hub theme. All development plans shall be reviewed by the Planning Commission to check for the consistency of these standards.

11.3.2 Commercial signs shall be consistent in style with building structures and the sign size shall be in proportion to the building, consistent with street safety and visual aesthetics.

a) The City shall implement the Sign Ordinance ~~to~~ which includes guidelines and standards enhancing the visual environment and to promote consistency within the community. The City Council shall review and revise the ordinance as they deem necessary.

11.3.3 Implement a craftsman architectural theme as delineated in the La Plaza Specific Plan that will guide future development, rehabilitation and expansion of existing structures in the Hub.

a) Through the planning review process the City shall implement the Specific Plan which establishes a consistent theme of craftsman architecture and land uses within the Hub area. The Planning Commission will review all applications for buildings to insure that these designs conform with the stated purposes of the Specific Plan.

11.3.4 Maintain a pedestrian environment in the Hub area which enhances business sales, increase ease of movement across streets, and improve ambiance.

a) Implement the La Plaza Specific Plan to provide for the following: easy access to business, sidewalks along business frontages, safe passage from inner to outer Hub, safe nightlighting, rest areas for shoppers, residents and visitors, landscaping to create a small-town "Main Street" feeling, shade trees in leisure areas, and safe crossing of arterials.

11.3.5 Preserve existing structures with designated historical value.

a) The City Council shall review the existing Historical Preservation Survey to determine its applicability. The City shall designate specific properties and structures that will help preserve the historical atmosphere in Cotati.

OBJECTIVE 11.4 ESTABLISH A FUNCTIONAL AND AESTHETICALLY PLEASING ENVIRONMENT TO PROMOTE HIGHER RESIDENTIAL DENSITIES IN THE HUB AND ADJACENT STREETS.

Policies and Implementation

11.4.1 Establish walkways within residential developments and sidewalks which connect residential areas to commercial uses along one side of existing streets in the Hub for the use of residents and shoppers.

a) An Assessment District may be utilized by the City to extend pedestrian walkways within the Hub area.

b) Through the planning process, the Planning Commission shall establish conditions for new projects which ensure pedestrian connections through the use of sidewalk construction.

11.4.2 Complete the bicycle paths in the downtown Hub area and provide bicycle racks adjacent to stores therein.

a) The Planning Department will recommend to the City Council safe routes for the completion of bicycle paths and designate areas for the placement of bicycle racks.

OBJECTIVE 11.5 BUSINESSES WHICH SUPPORT THE NEEDS OF ALL COTATI CITIZENS SHALL LOCATE IN THE HUB.

Policies and Implementation

11.5.1 Hold community festivals (such as jazz concerts, art shows, craft fairs, and energy forums) in La Plaza Park.

a) The City and the Chamber of Commerce shall continue to work together to devise plans to promote various festivals and community events which are unique to Cotati. The La Plaza Park or the inner Hub area shall be the focal point of these festivals.

11.5.2 Promote a variety of uses downtown which are non-duplicative in nature and avoid over saturation of market segments.

a) The Chamber of Commerce and City Staff will develop a program for an advertising campaign to promote the unique characteristics of the Cotati Hub.

CHAPTER VIII

COMMUNITY IDENTITY

INTRODUCTION

The basis for the Community Identity section rests in the recent and future growth of Sonoma County and the potential loss of a visual identity for the City of Cotati amidst this fast-growing region.

As Sonoma County grows, Cotati needs to maintain and enhance the theme that establishes its own visual identity. Consequently, this Community Identity section has been developed around Cotati's most unique aspect, the Hub.

The small town atmosphere, the dynamic mix of urban amenities with rural openness and the unique Hub area were all prominent concerns derived from a Public Opinion Survey conducted in the Fall of 1985 and reiterated at a town meeting held in 1990.

Based on the inventory of problems and opportunities concerning the visual environment, goals and objectives were developed which address the need for a unique character for Cotati. The La Plaza Specific Plan, adopted in 1991, addresses these concerns and provides a defined vision for the La Plaza area which can be extrapolated for the entire City.

The Community Identity section encompasses only the visual environment and consists of four goals. The first regards Cotati's separate identity; the second regards the preservation of natural amenities (protection of the natural visual environment); the third regards the theme for the Hub, also discussed in Goal 11; and the fourth regards the design of future development.

In the Community Identity chapter, land use, open space, conservation, circulation and housing are required by State law; but the optional elements of scenic highways and urban design are also included.

Cotati has always had a primarily rural atmosphere, in part because of the agricultural and rural lands surrounding the City on the south and west. Within the community itself there are areas which are considered scenic resources. In addition, the areas to the south and west of the community, both in and out of the existing sphere of influence, serve an important function by providing a visual break from Petaluma and Penngrove to the south and Sebastopol to the west. It is essential that communities preserve their individual identities by maintaining open space, known as the community separator, between communities.

Open space is defined as any parcel or area of land or water which is essentially unimproved and devoted to the preservation of natural resources, managed production of resources, outdoor recreation, scenic beauty or health and safety. Cotati has long been appreciated for the scenic beauty of its rolling hillsides. This resource is primarily responsible for the rural atmosphere felt by both its residents and those passing through. The City of Cotati General Plan has included

both of these subjects, scenic resources and community separators, as key components of the Open Space element.

Though the physical appearance--the aesthetics--of a community are only marginally addressed in General Plan elements, they are nonetheless a crucial aspect of any community. They give a town its distinction, its function as a separate entity, separate from its neighboring communities. The visual aspects of a community provide a sense of place and are what cause people to remember the town when they leave.

The ultimate purpose of this Community Identity element is to help Cotati's city officials and citizens reach decisions concerning the visual implications of growth.

GOAL 12 MAINTAIN COTATI'S IDENTITY SEPARATE FROM SURROUNDING COMMUNITIES.

OBJECTIVE 12.1 ESTABLISH AND MAINTAIN VISUAL BREAKS BETWEEN COTATI AND ROHNERT PARK, COTATI AND PETALUMA, AND COTATI AND SEBASTOPOL.

Policies and Implementations

12.1.1 Street signs in the City of Cotati shall have a Hub logo.

a) Implement the street sign replacement policy as approved by City Council.

b) Development fees will be used to provide new street signs with the Hub logo on future roadways.

12.1.2 A City Limit "Welcome to Cotati"/"You are now leaving Cotati" sign shall be maintained at all principal entry/exit points of the City.

a) The City shall work with the Chamber of Commerce to keep the signs in good condition.

12.1.3 The area around the "Welcome to Cotati"/"You are Now Leaving Cotati" signs shall be landscaped with native plants, trees and flowers.

a) Development fees shall be used for the installation of the landscaping.

b) Redwood trees should be planted at all principal entry/exit points to signify Cotati's borders, particularly at the Rohnert Park-Cotati border along East Cotati Avenue.

12.1.4 Native plants shall be planted along the pedestrian path adjacent to the Laguna northeast of Wilford Lane between East Cotati and Commerce Avenues.

a) Development fees, in lieu fees and dedications shall be used to implement this policy.

12.1.5 Preserve agricultural use on lands designated as rural within the City of Cotati land use map, primarily in the western and southern sections of the City.

a) Encourage cluster development to preserve agricultural uses in rural designated properties.

12.1.6 Establish areas of community separators for preservation of open space adjacent to the boundaries of the City of Cotati. (see map 8)

a) City staff will work in cooperation with County Planning staff to discourage parcelization and/or development within the areas designated as community separators. (See Map 8)

b) The City will work cooperatively with the County of Sonoma to ensure compatibility of boundaries of community separators.

c) In areas with no community separators City will continue to implement the Gateway Program to establish a separate community identity.

GOAL 13 PROTECT THE INTEGRITY OF THE NATURAL, VISUAL ENVIRONMENT OF COTATI, FOR ITS AESTHETIC AND CULTURAL VALUE.

OBJECTIVE 13.1 COTATI'S SCENIC NATURAL RESOURCES SHALL BE PRESERVED AND DEVELOPMENT ADJACENT TO THESE RESOURCES SHALL BE VISUALLY UNOBTRUSIVE AND ENVIRONMENTALLY COMPATIBLE.

Policies and Implementations

13.1.1 Open space land shall be protected from development. (See map 8).

a) The City Planning Department shall work with the Sonoma County Planning Department to ensure that environmentally sensitive lands in the Cotati sphere of influence are zoned appropriately as agricultural preserves, parks, and other limited development or recreational uses.

13.1.2 Encourage infill housing.

a) Through the Growth Management Program priority shall be given to infill projects and emphasis shall be placed upon the use of higher residential densities with infill projects.

b) Amend the Zoning Ordinance to provide a density bonus program for infill housing.

13.1.3 All future development of residential lands shall be contiguous to urban development and clustered development shall be given preference to preserve a sense of openness within the town.

a) The Planning Department shall incorporate guidelines in the Zoning Ordinance for clustering in new developments. The Planning Department and the Planning Commission shall review subdivision applications, encouraging conformance to these guidelines.

13.1.4 Cotati's creeks and other biotic resources shall be protected from erosion, pollution and filling.

a) Through the environmental review process, developments will be prohibited that erode, pollute or fill creeks, or significantly impact other biotic resources. The Planning Department shall review plans to ensure adherence to this regulation.

13.1.5 Culverts and other types of stormwater swales discharging into Cotati's creeks shall be designed to prevent erosion of the natural bed and bank material.

a) Public Works Staff, working with the Sonoma County Water Agency and the City Engineer, shall determine which facilities are in need of repair and establish a timetable to complete the work. Public Works shall monitor the swales which flow into the creeks to ensure erosion is not a problem.

13.1.6 Protect Cotati's ridgelines (hill tops and steep hillsides) from erosion, slope failure and development.
(See map 1).

a) The Zoning Ordinance shall be amended so as to prohibit development of structures extending above the perceived skyline of the hills. The Design Review Committee shall monitor compliance.

13.1.7 Commercial and industrial development in scenic resource areas shall be prohibited. (See map 8).

a) The Zoning Ordinance shall be amended to prohibit commercial and industrial development in designated scenic resources areas.

13.1.8 Development involving earth-moving shall not take place where excessive disruption of drainage patterns or excessive runoff will result.

a) For all new development on hillsides, specific measures on erosion control shall be taken (e.g. berms, interceptor ditches, terraces, sediment traps) by the developer, as required and determined by the City Engineer.

13.1.9 Preserve the topography of Cotati's hills by prohibiting unnecessary leveling/grading activities prior to site-building on hillsides where development is permitted (less than 10% grade).

a) The Municipal Code shall be amended to include engineering standards for hillside residential development to permit the use of "cut and fill" grading only if it facilitates clustering, maximum open space and the preservation of the existing visual quality of Cotati's hillsides. The Planning Department and City Engineer shall review plans to ensure adherence to this code.

13.1.10 Recognize the role of the County General Plan in the preservation of Cotati's scenic resources.

a) The Planning Department shall evaluate all proposals involving County land, within or adjacent to our Sphere of Influence, to ensure adequate preservation of open space and scenic resources.

13.1.11 Preserve existing scenic resources both inside and outside of the Cotati City limits as resources critical to Cotati's community identity and character.

a) City staff will work with the County of Sonoma to discourage parcelization and/or land divisions within the City of Cotati Sphere of Influence.

b) Work with Sonoma County Planning staff to discourage any industrial and commercial development in these areas.

13.1.12 Urban open space is essential to maintaining a high quality of life within our City limits.

a) The Design Review Committee, Planning Commission and Planning staff will review all projects to maximize design features preserving a sense of open space.

b) The Planning staff will work with property owners willing to set up land trusts within the City limits.

OBJECTIVE 13.2 IMPROVE THE VISUAL CHARACTER ALONG COTATI'S TRANSPORTATION ROUTES.

Policies and Implementations

13.2.1 Site lay-out, fencing and materials used on lots adjacent to scenic roads shall be consistent with the natural character of the such roads.

a) The Design Review Criteria shall be prepared to include comprehensive design standards (including setback of buildings, fences, landscaping requirements, pedestrian/bicycle paths, parking bays, width of lanes) for scenic roadways in Cotati. The Design Review Committee will monitor compliance with design standards for all improvements and new construction.

b) City Council shall hold local public meetings in conjunction with the General Plan standards for scenic residential roads to allow neighborhoods situated along a proposed scenic residential road to provide input on its status.

13.2.2 An annual spring cleaning of streets, gutters and creeks in Cotati shall be organized and encouraged.

a) City Council shall continue an annual spring clean-up day and shall cause the distribution of timely information on the annual spring cleaning.

13.2.3 Improve the landscaping along Cotati's roads.

a) The Planning Commission shall establish a priority list of locations for additional landscaping where needed along Cotati's streets and highways.

13.2.4 All walks and paths, if surfaced, shall be surfaced with non- reflective material of a type and color compatible with the natural setting.

a) Design Review Criteria shall be prepared to indicate which materials are suitable in order to create an attractive and identifiable pedestrian/bike system. The Design Review Committee will review compliance.

13.2.5 All street furniture (bus stops, receptacles, benches, lighting, signs, plant boxes) shall, whenever visually appropriate, harmonize with materials used in structures on the site and shall be of a color that is compatible with the natural setting.

a) Design Review Criteria will specify which materials, colors, textures, etc., shall be applied. Where appropriate, redevelopment funds shall be utilized to finance the visual improvements of public street furniture. The Design Review Committee will monitor compliance with this criteria.

13.2.6 All signs as stipulated in the City of Cotati Sign Ordinance shall require permits.

a) The Zoning Ordinance shall be utilized to enforce the prohibition against new billboards.

b) All signs, for the City of Cotati, shall require permits.

13.2.7 Signs in Cotati shall be visually pleasing and shall be consistent with the rural Craftsman aesthetic.

a) The Zoning Ordinance shall contain criteria to control on- and off-site signs and shall specify dimensional standards. Materials and colors shall be reviewed and approved through the Design Review process. The Planning Department will monitor compliance and review the ordinance through a sign-permit process.

OBJECTIVE 13.3 PUBLIC UTILITIES SHALL BE LOCATED UNDERGROUND.

Policies and Implementations

13.3.1 New power lines and drainage facilities shall be constructed underground.

a) The City shall continue to require the undergrounding of all utilities and drainage facilities in new developments.

OBJECTIVE 13.4 ENHANCE COTATI'S PRESENT LANDSCAPING IN A VISUALLY PLEASING MANNER WHILE PROMOTING ENERGY EFFICIENCY, WATER CONSERVATION, AND NATIVE PLANTS.

Policies and Implementations

13.4.1 Continue a no tree cutting policy throughout Cotati, except when a permit has been obtained.

a) Continue implementing the City of Cotati Tree Protection Ordinance. The City Staff will monitor through a tree cutting permit process.

b) The City shall periodically undertake a citywide notification program to notify the citizen's of Cotati and tree surgeons doing business within the city limits on the City's tree cutting policy.

13.4.2 Landscaping in parking areas shall be designed to achieve visual screening, while maintaining the ability of the Police Department to provide adequate security.

a) Through the use of public funds, where available, provide for the screening of public parking areas through the use of trees, shrubs, berms and evergreen plants. The Planning Staff shall work with the Police Department to ensure that the landscaping will not inhibit the ability of the Police Department to provide adequate security.

13.4.3 Encourage the planting of deciduous trees.

a) Through the planning process, the City shall encourage the use of deciduous trees to promote energy conservation.

13.4.4 Continue to implement the City of Cotati's Water Conservation Ordinance for commercial and industrial development.

a) Through the planning process the City shall implement the Water Conservation Ordinance.

13.4.5 Protect native trees.

a) Require tree replacement of native trees at a 3:1 ratio.

b) During the planning process, discourage the loss of native trees.

GOAL 14 MAINTAIN THE HUB AS THE PRINCIPAL SOCIAL AND CULTURAL CENTER OF THE COMMUNITY.

OBJECTIVE 14.1 MAINTAIN PUBLIC ART AND ENCOURAGE THE DEVELOPMENT OF NEW ARTWORKS BY REGIONAL ARTISTS.

Policies and Implementations

14.1.1 Depict local history through the use of murals.

a) The City Council shall designate possible sites around the community that are suitable for murals. All murals shall be approved by the Design Review Committee. The Design Review Committee shall evaluate the mural for cultural and artistic quality.

14.1.2 Create a large map which emphasizes the unique characteristics of Cotati and its environs.

a) The subject map should orient people to the community and indicate transportation routes, park and recreation network, and areas of cultural interest.

OBJECTIVE 14.2 PRESERVE HISTORICALLY AND ARCHITECTURALLY SIGNIFICANT STRUCTURES AND SITES.

Policies and Implementation

14.2.1 Identify individual structures and sites of local historical value and support their preservation.

a) The City Council may solicit funding from state, federal and other sources in order to preserve designated sites throughout the community and especially around the Hub.

b) An attempt shall be made to persuade owners of property around the Hub to invest in restoring their buildings through the possible use of zoning, or redevelopment incentives.

14.2.2 Whenever renovation or new construction is considered in archaeologically or historically sensitive areas, an archaeologist shall be consulted.

a) Planning staff shall continue to implement the Historic Resources Inventory.

OBJECTIVE 14.3 LANDSCAPING SHALL BE USED TO AID ENERGY AND WATER CONSERVATION AND CREATE A PLEASANT AMBIANCE IN THE HUB.

Policies and Implementation

14.3.1 Plant and maintain deciduous native trees along Old Redwood Highway in such a way that the deciduous trees will eventually arch over the street in sections but will not obstruct views or the visual sightlines along the street.

a) The City shall adopt a landscape and tree ordinance that will give preference to native and drought tolerant species and which includes guidelines and standards to preserve and protect historic trees. The Planning Department shall review and revise as necessary.

14.3.2 Improve and maintain landscaping around commercial areas in order to minimize the "heat island" effect, provide shade, soften the harshness of such commercial areas, and create a more leisurely ambience.

a) Redevelopment funds shall be used to finance a public tree-planting project.

14.3.3 Plant a combination of deciduous native trees and more flower beds consisting of native flowers, if possible, so that there is a continuous show of flowers throughout the year in La Plaza Park.

a) Redevelopment funds and other funding sources will be used to pay for the acquisition of trees and flowers for the park which Public Works Staff will plant and maintain.

GOAL 15 FUTURE DEVELOPMENT SHALL COMPLIMENT COTATI'S HISTORIC HUB AND SMALL TOWN IMAGE.

OBJECTIVE 15.1 IN THE HUB, NEW DEVELOPMENT AND MODIFICATIONS OF EXISTING DEVELOPMENT SHALL BE CONSISTENT WITH THE POLICIES OF THE LA PLAZA SPECIFIC PLAN.

Policies and Implementation

15.1.1 Off-street parking shall be situated to emphasize a pedestrian orientation and street frontages shall be complemented with street furniture and landscaping.

a) The Zoning Ordinance shall be amended to require off-street parking be located to the rear of the parcels and require front yard setbacks, where appropriate. The Design Review Committee shall insure all developments meet these standards.

b) Within commercial zones in the Hub area, Design Review Criteria shall be prepared which includes comprehensive standards for landscaping and street furniture in front yard setbacks. The Design Review Committee shall insure all developments meet these standards.

15.1.2 The design of new structures in the Hub shall be compatible with the craftsman style of the Hub by proper use of building materials.

a) The Design Review Criteria for the Hub shall be prepared to include illustrated examples of materials and design features appropriate (e.g. stucco treated with an exaggerated texture) and inappropriate (e.g. highly reflective surfaces, trademark-type buildings) for use in the Hub. The Design Review Committee shall insure that all new development in the Hub meets these standards.

OBJECTIVE 15.2 NEW DEVELOPMENT THROUGHOUT COTATI SHALL BE OF QUALITY DESIGN IN KEEPING WITH THE SMALL TOWN IMAGE.

Policies and Implementation

15.2.1 Mechanical Equipment shall be screened from public view.

a) Design Review Criteria shall be prepared to include sample illustrations and criteria for screening rooftop and ground level mechanical equipment (e.g. Satellite TV dishes, telephone and electrical boxes, heating, cooling and ventilating systems, and trash sites, etc.) The Design Review Committee shall insure all development plans include specifications that meet these requirements.

15.2.2 In order to promote quality designs, there shall be a bi-annual award to the finest developments within the previous year.

a) The City Council shall establish a set of criteria, categories and method of judging, by which they recognize annually the Best Designs in Cotati. A Cotati Beautification Awards Committee shall be established to recommend developments eligible for consideration of this award.

15.2.3 The natural paths of creeks should not be disrupted as a consequence of development.

a) Channelization of creeks shall be prohibited unless deemed necessary for flood control in already developed areas. The Planning Department and City Engineer shall monitor all plans for development to insure compliance.

b) Design Review Criteria shall be prepared to require that creeks, trees, views and features unique to the site be preserved and incorporated into design proposals. The Design Review Committee shall insure that new development meets this criteria.

15.2.4 All site developments, except in rural-residential areas, shall include landscaping in order to enhance the small town atmosphere.

a) Outdoor lighting, trash receptacles, fencing and seating space should be carefully considered as integral elements of the landscape and should be included in, and shown on, all landscape plans. The Design Review Committee shall insure that new development proposals meet this criteria.

b) Landscaping should utilize plant materials in a logical and orderly manner to define spatial organization, relate buildings and other structures, incorporate various site elements, promote consistency throughout the development, and be scaled to site structures. All landscaping shall be adequately maintained. The Design Review Committee shall insure that new development meets these landscaping requirements.

15.2.5 Future commercial and industrial development shall be designed with a pedestrian orientation.

a) Within commercial zones, the Design Review Criteria shall be prepared to require separate vehicle access and pedestrian pathways within the internal site plan of new developments. The Design Review Committee shall insure that all new developments meet this criteria.

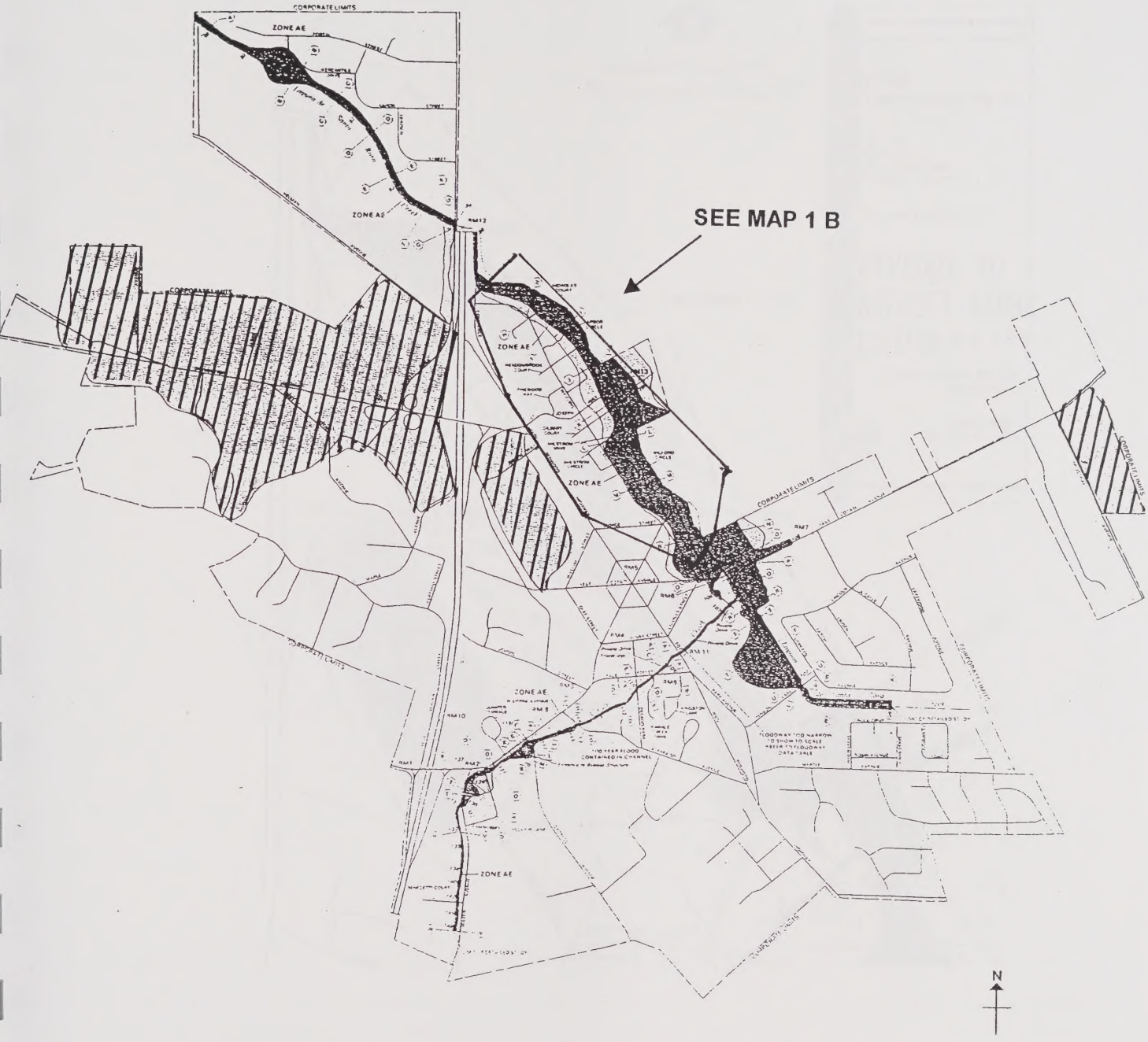
15.2.6 Parking lots shall be landscaped so as to create a pleasant visual site adjacent to streets and commercial areas.

a) The Zoning Ordinance shall be amended to specify criteria for landscaping parking areas. The Design Review Committee shall insure that new development meets these standards.

APPENDIX

IX.A MAP INDEX

Map 1	Constraints and Hazards
Map 1.B	Constraints and Hazards
Map 1.C	Constraints and Hazards
Map 2	Revised Urban Growth Boundary
Map 3	Land Use Map
Map 4	Transit Routes
Map 5	Bicycle Facilities and Needs
Map 6	Pedestrian Facility Needs
Map 7.A	Existing Traffic Volumes
Map 7.B	Future Traffic Volumes
Map 8	Open Space and Community Separator
Map 9	Gravenstein Highway Corridor Master Plan
Map 10	Emergency and Transitional Housing



1998 COTATI GENERAL PLAN UPDATE

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1205 McDONALD AVENUE
SANTA ROSA, CA 95404
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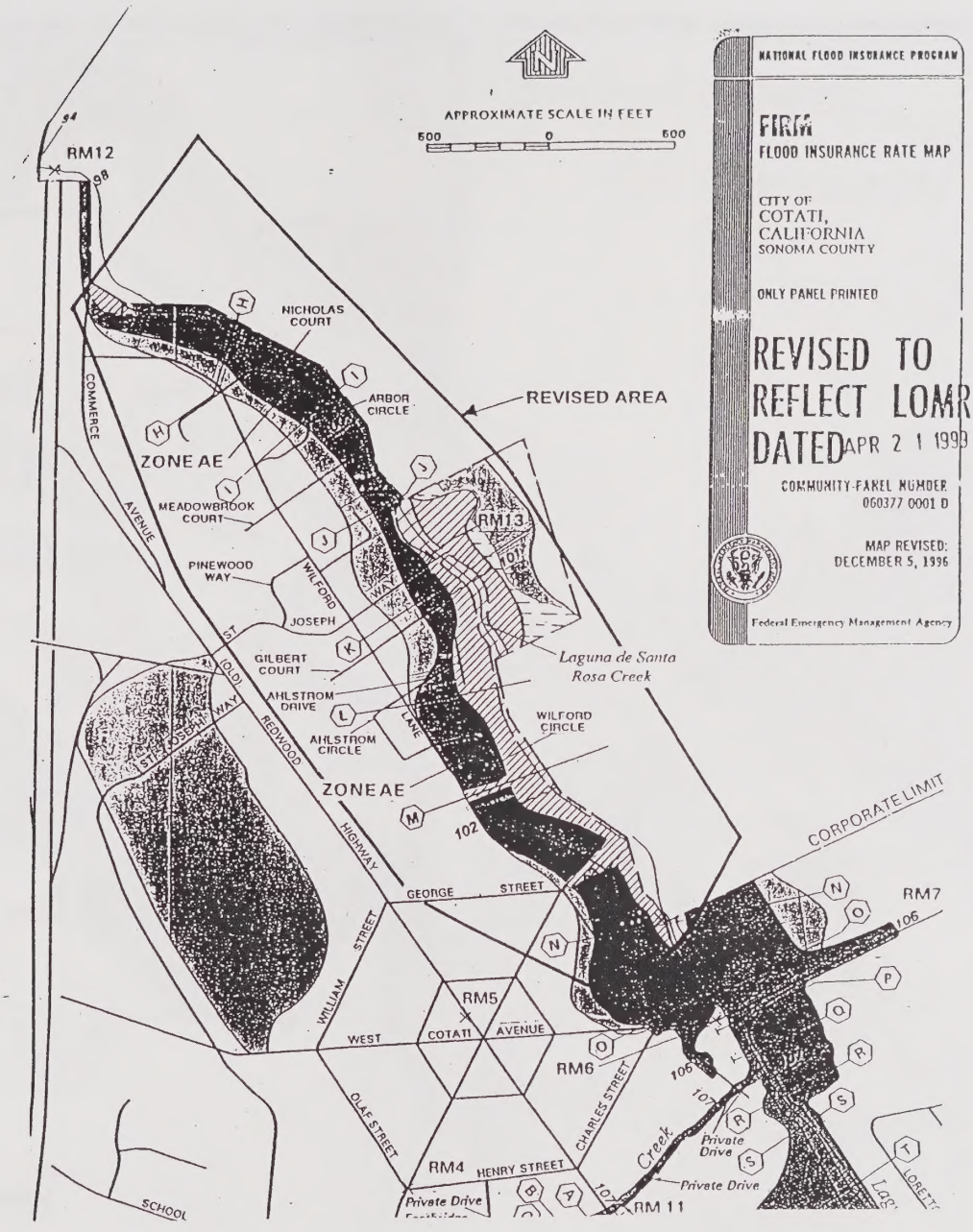
LEGEND

100 YEAR FLOODPLAIN

500 YEAR FLOODPLAIN

MAP 1

CONSTRAINTS AND HAZARDS



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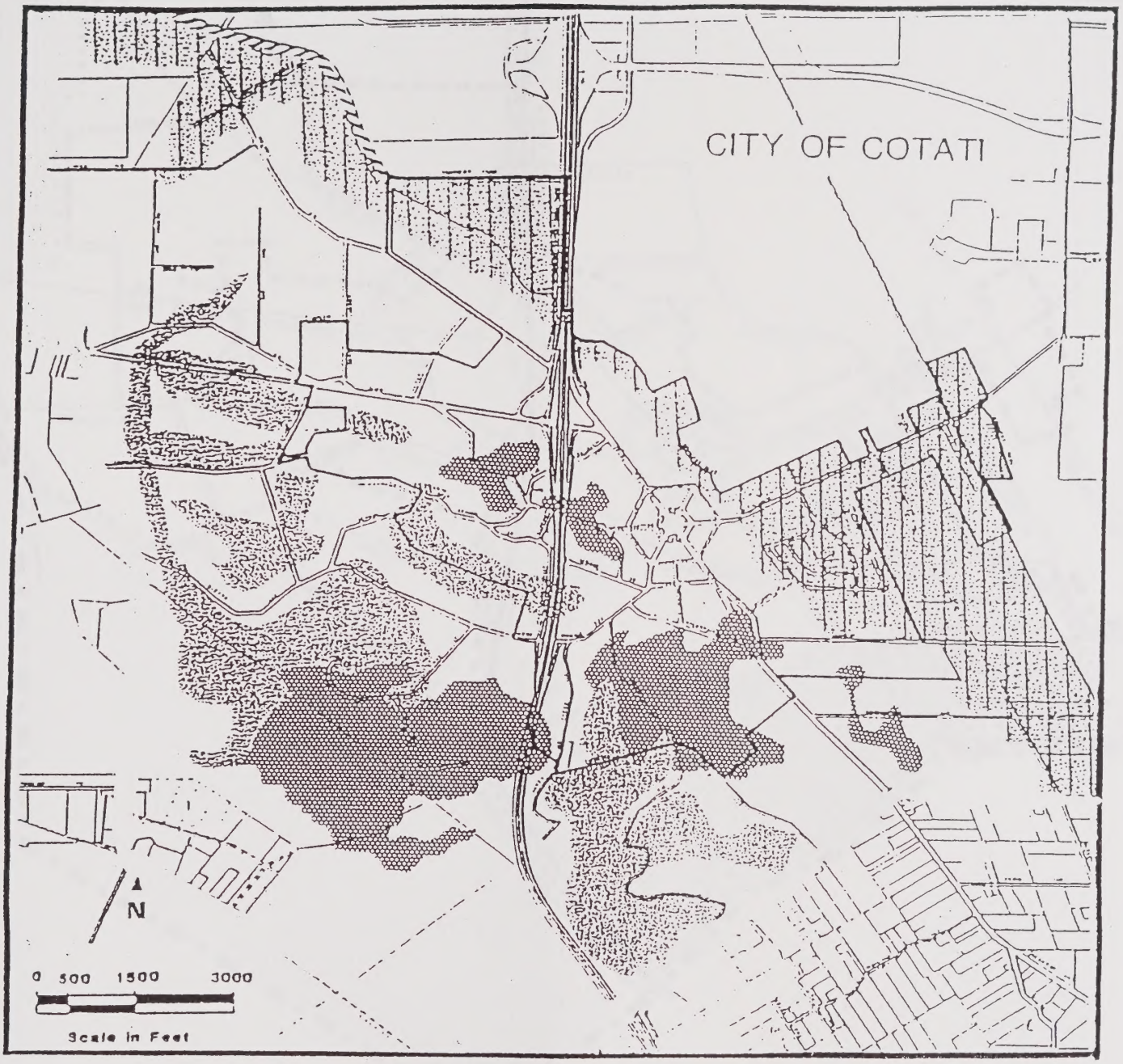
LEGEND

- Revised Floodway
- Revised 100-Year Floodplain
- Revised 500-Year Floodplain

MAP 1 B

CONSTRAINTS AND HAZARDS



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LEGEND

- AREA SUBJECT TO LIQUEFACTION
- SLOPES TEN TO FIFTEEN PERCENT
- SLOPES GREATER THAN FIFTEEN PERCENT

MAP 1 C

CONSTRAINTS AND HAZARDS

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LEGEND

- CITY LIMIT
- PROPOSED NEW URBAN GROWTH BOUNDARY AREA (1995 GENERAL PLAN)
- COUNTY (LAFCO) EXISTING SPHERE OF INFLUENCE
- EXISTING SPHERE OF INFLUENCE (1990 GENERAL PLAN)
- AREA TO BE REMOVED FROM EXISTING SPHERE OF INFLUENCE
- AREA WHICH CANNOT BE SERVED BY GRAVITY SEWER
- MAXIMUM OF 2 UNITS PER ACRE (SEWER CONSTRAINTS)

MAP 2

REVISED URBAN GROWTH BOUNDARY

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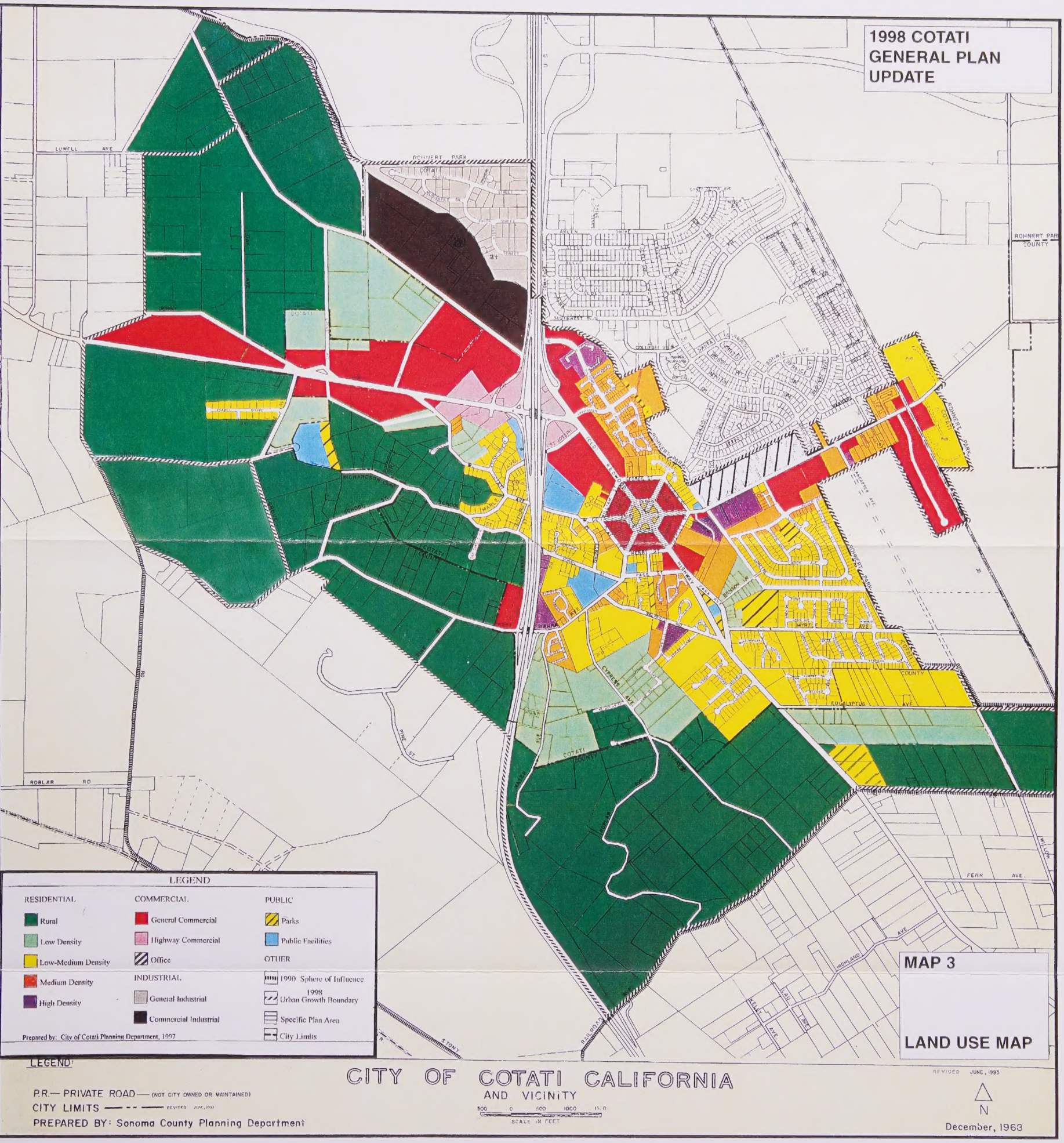


LEGEND:

P.R.— PRIVATE ROAD —— (NOT CITY OWNED OR MAINTAINED)

CITY LIMITS —— -- —— REVISED JUNE, 1993

PREPARED BY: Sonoma County Planning Department

CITY OF COTATI CALIFORNIA

AND VICINITY

500 0 500 1000 1500

SCALE IN FEET

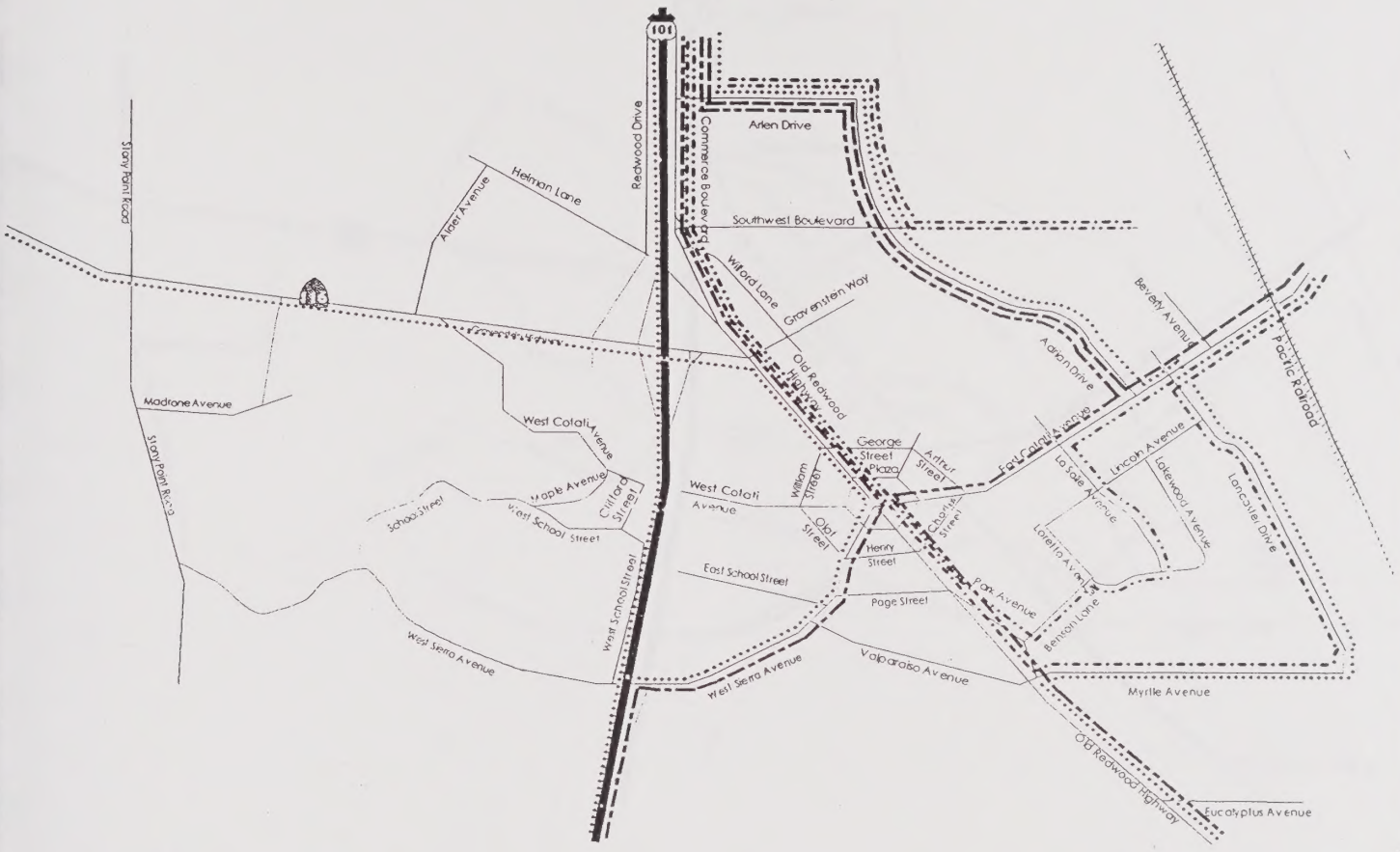
REVISED JUNE, 1993

N

December, 1968

MAP 3

LAND USE MAP



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LEGEND

- SONOMA COUNTY TRANSIT ROUTE 10
- SONOMA COUNTY TRANSIT ROUTE 11
- SONOMA COUNTY TRANSIT ROUTE 44
- SONOMA COUNTY TRANSIT ROUTE 48
- GOLDEN GATE TRANSIT COMMUTE BUS
- GOLDEN GATE TRANSIT BASIC BUS ROUTE

MAP 4

TRANSIT ROUTES

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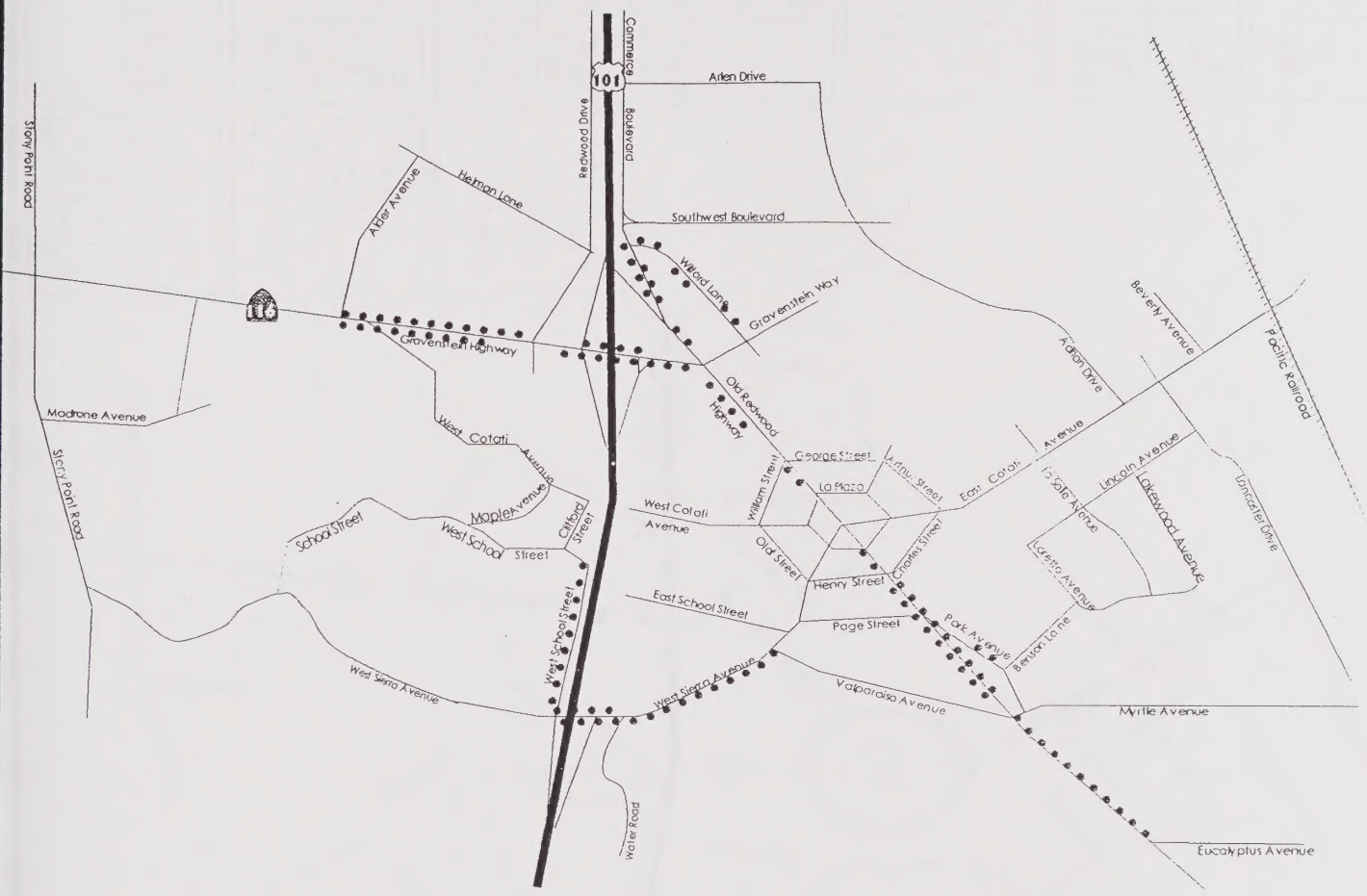
LEGEND

	EXISTING	PROPOSED
CLASS I	— · — · —	.....
CLASS II	— — —	- · - · - · -
CLASS III	— — · — — ·	- - · - - · -

MAP 5

BICYCLE FACILITIES AND NEEDS



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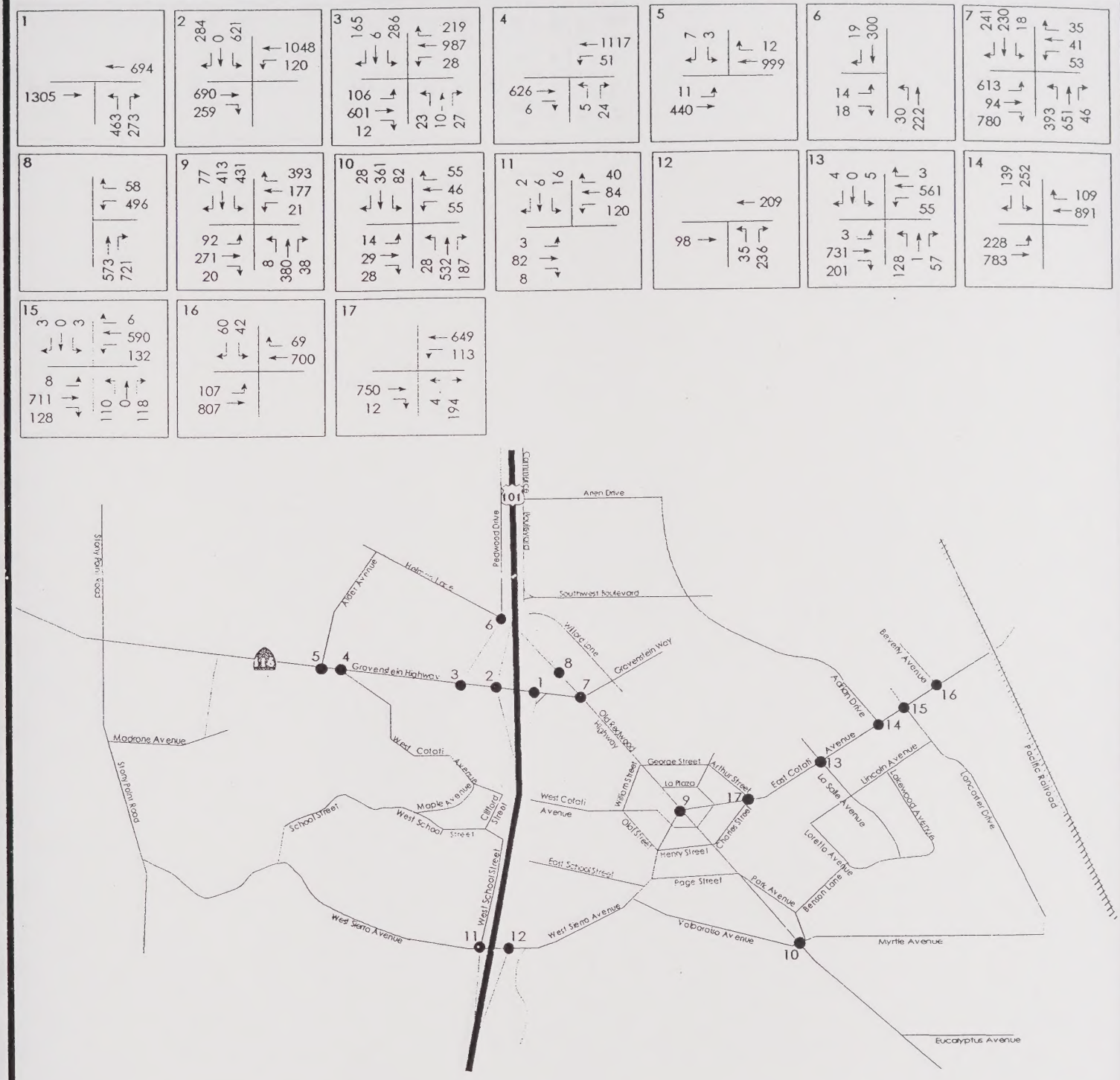
LEGEND

SECTIONS WITHOUT SEPARATE PEDESTRIAN SIDEWALK OR WALKWAY

MAP 6

PEDESTRIAN FACILITY NEEDS



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LEGEND

- ● STUDY INTERSECTIONS
- XX P.M. PEAK HOUR VOLUME

North

Not to Scale

MAP 7a.

EXISTING TRAFFIC VOLUMES

1998 COTATI GENERAL PLAN UPDATE

LEGEND

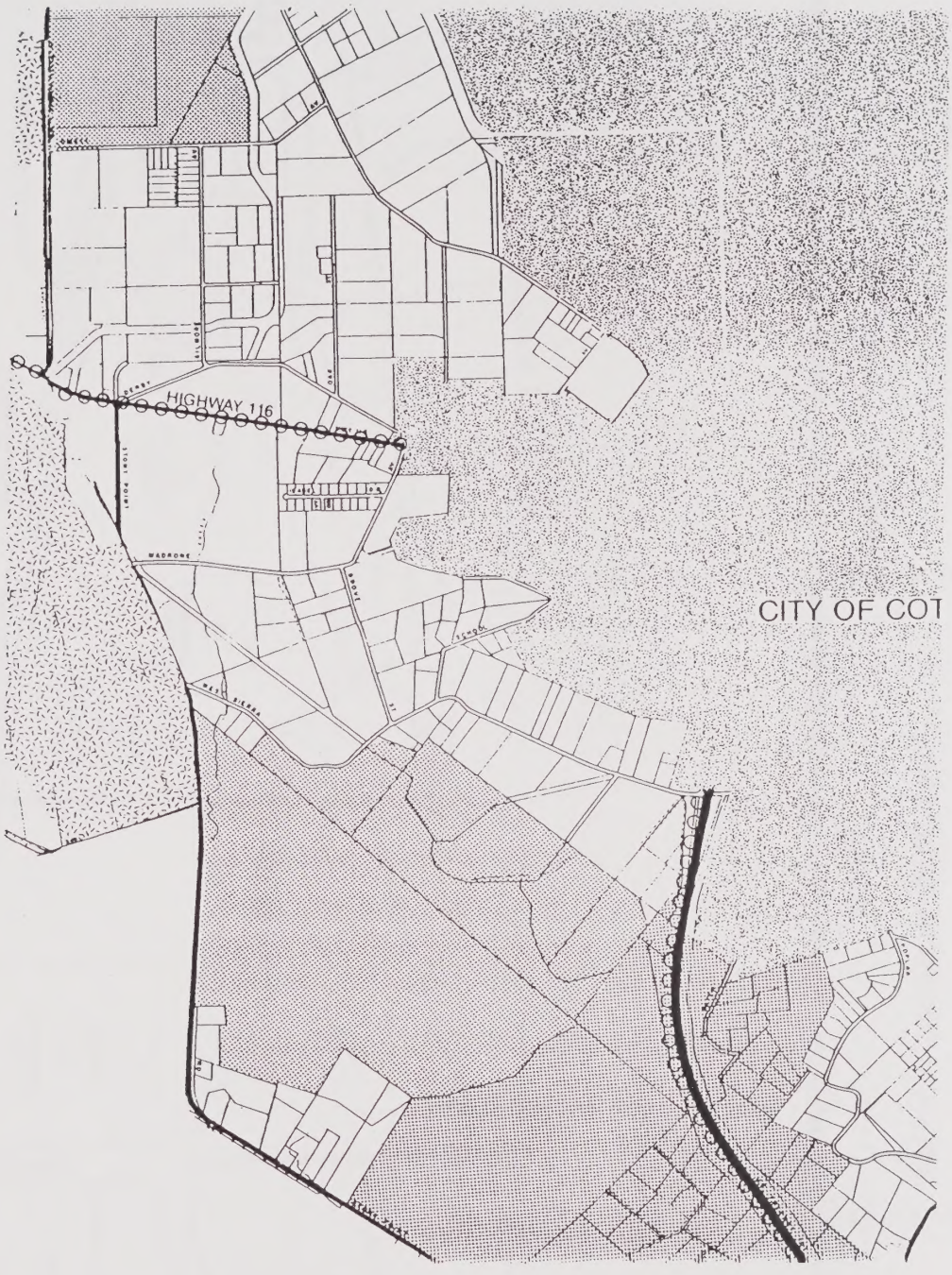
- ● STUDY INTERSECTIONS
- XX P.M. PEAK HOUR VOLUME

North

Not to Scale

MAP 7b.

FUTURE TRAFFIC VOLUMES



North

Not to Scale

1998 COTATI GENERAL PLAN UPDATE

LEGEND

SCENIC RESOURES

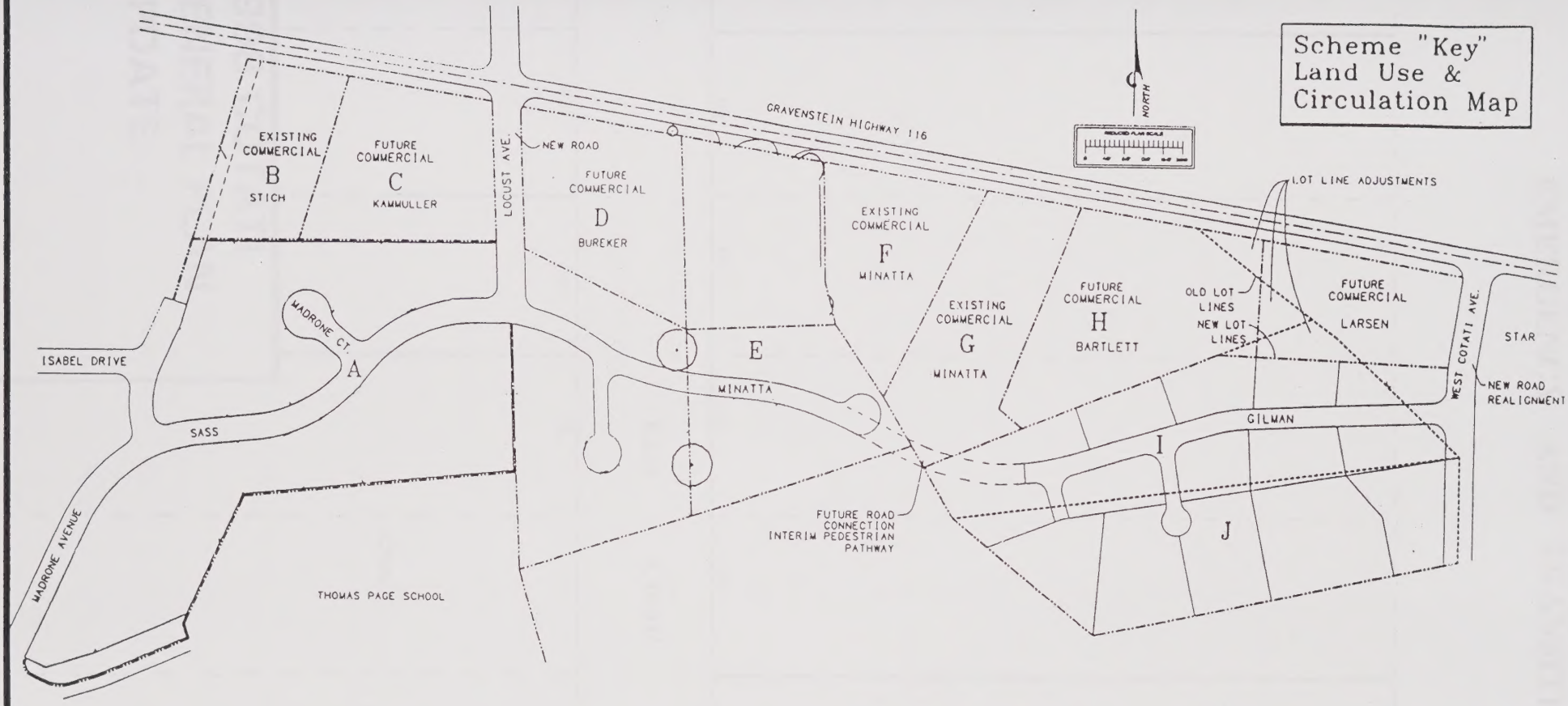
SCENIC LANDSCAPE

COMMUNITY SEPARATOR

SCENIC HIGHWAY CORRIDOR

MAP 8

OPEN SPACE AND COMMUNITY SEPARATOR



1998 COTATI GENERAL PLAN UPDATE

LEGEND

COUNCIL ADOPTED WEST-SIDE

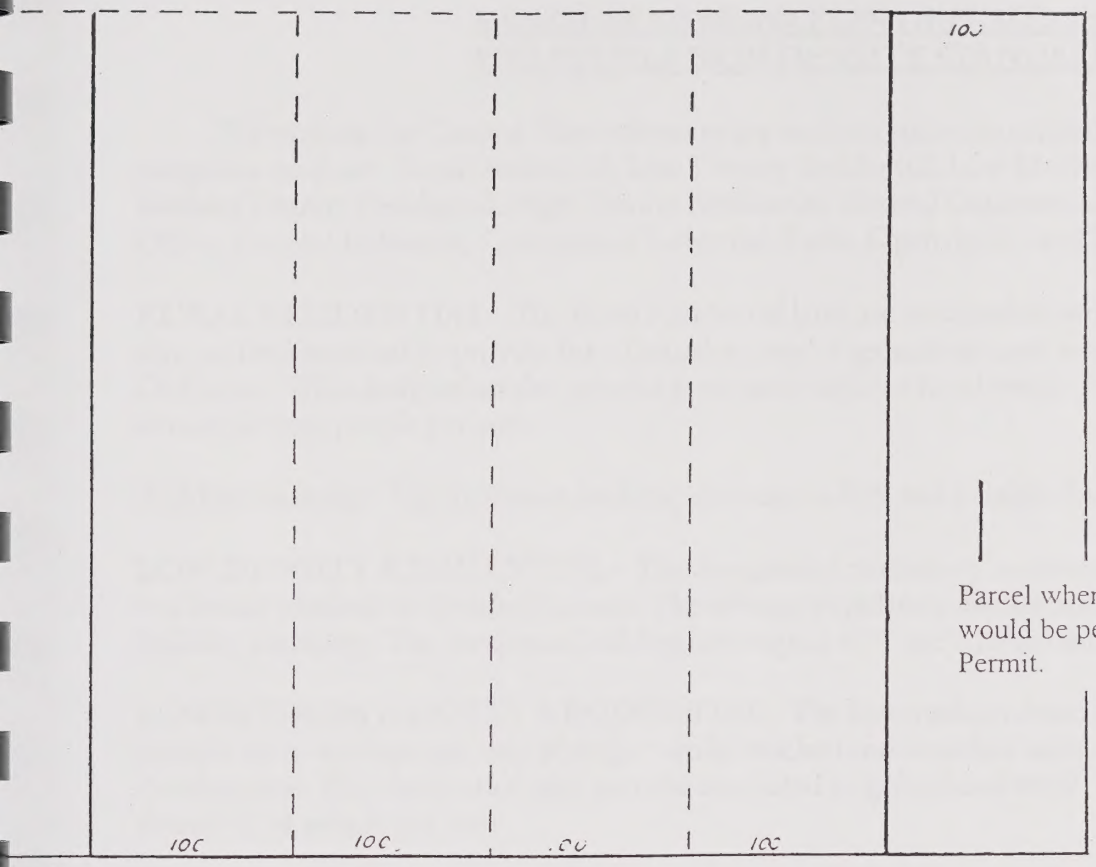
CIRCULATION

MAP 9

GRAVENSTEIN HIGHWAY

CORRIDOR MASTER PLAN

EMERGENCY AND TRANSITIONAL HOUSING



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MAP 10

EMERGENCY AND TRANSITIONAL HOUSING

CITY OF COTATI
GENERAL PLAN

LAND USE DESIGNATION DEFINITIONS AND POPULATION DENSITY STANDARDS

Throughout the General Plan references are made to land uses utilized by the City of Cotati. The categories used are: Rural Residential, Low Density Residential, Low-Medium Density Residential, Medium Density Residential, High Density Residential, General Commercial, Highway Commercial, Office, General Industrial, Commercial/Industrial, Parks, Open Space, and Public Facilities.

RURAL RESIDENTIAL - The Rural Residential land use designation permits one residential unit per acre on land intended to provide for a limited variety of agricultural uses as outlined in the Zoning Ordinance. This designation also permits associated neighborhood retail. The average population density is three people per acre.

Building Intensity: The maximum building coverage is 20% and a height limit of 35 feet.

LOW DENSITY RESIDENTIAL - This designation permits up to two units per acre of single family residential attached or detached homes. The average population density is six people per acre.
Building Intensity: The maximum building coverage is 40% and a height limit of 28 feet.

LOW-MEDIUM DENSITY RESIDENTIAL - The low-medium density residential designation permits up to six units per acre of single family attached and detached units, duplexes, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 14 people per acre.

Building Intensity: The maximum building coverage is 45% and a height limit of 28 feet.

MEDIUM DENSITY RESIDENTIAL - Medium density residential designation permits up to ten units per acre of single family attached and detached units, duplexes, multiple-family dwelling units, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 24 people per acre.

Building Intensity: The maximum building coverage is 45% and a height limit of 28 feet.

HIGH DENSITY RESIDENTIAL - High density residential land use designation permits up to 15 units per acre of single family attached and detached units, duplexes, multiple-family units, and planned unit development. This designation also permits associated neighborhood retail. The average population density is 35 people per acre.

Building Intensity: The maximum building coverage is 50% and a height limit of 28 feet.

GENERAL COMMERCIAL - General Commercial land use designation provides for the basic business and service needs of the local community. Office and multi-family residential land uses which are easily integrated into the adjacent districts are also appropriate in the General Commercial district.

Building Intensity: The maximum building coverage is 80%; the height limit is 50 feet.

HIGHWAY COMMERCIAL - The Highway Commercial land use designation applies to land adjacent to major arterials and permits uses which serve the travelling public and regional needs of the area.

Building Intensity: The maximum lot coverage is 80%; the height limit is 50 feet.

OFFICE - The Office land use designation permits professional services, retail and residential land uses which are easily integrated into the adjacent residential districts.

Building intensity: The maximum lot coverage is 80% and a height limit of 28 feet.

GENERAL INDUSTRIAL - The General Industrial land use designation applies to areas appropriate for manufacturing and warehousing uses.

Building Intensity: The maximum lot coverage is 80% and a height limit of forty (40) feet, or twenty (20) feet if located within fifty (50) feet of any residential district.

COMMERCIAL/INDUSTRIAL - The Commercial/Industrial land use designation accommodates both light industrial and retail uses in the same district.

Building Intensity - The maximum lot coverage is 80% with a height limit of forty (40) feet.

PARKS - The Parks land use designation is designed to identify land already utilized or intended for community recreational purposes. Appropriate uses include recreational facilities, and areas of important aesthetic, historical, or public health and safety significance. No dwelling units occupy this district.

Building Intensity: The uses in this category include a maximum building coverage of 5% and a height limit of forty (40) feet.

OPEN SPACE - The Open Space land use designation applies to land areas which have been designated for the preservation of natural and scenic resources and a distinct community identity. The residential development would be limited to an average population density of one person for every two acres.

Building Intensity: The uses in this category have a maximum building coverage of 5% and a height limit of 35 ft.

PUBLIC FACILITIES - The Public Facilities designation applies to land areas reserved for schools, government administration and operation facilities, and other facilities not of specific open space or recreation value.

Building Intensity: The lot coverage and height limit shall reflect the adjacent land uses where feasible.

PARKS - The Parks land use designation is designed to identify land already utilized or intended for community recreational purposes. Appropriate uses include recreational facilities, and areas of important aesthetic, historical,or public health and safety significance. No dwelling units occupy this district.

Building Intensity: The uses in this category include a maximum building coverage of 5% and a height limit of forty (40) feet.

OPEN SPACE - The Open Space land use designation applies to land areas which have been designated for the preservation of natural and scenic resources and a distinct community identity. The residential development would be limited to an average population density of one person for every two acres.

Building Intensity: The uses in this category have a maximum building coverage of 5% and a height limit of 35 ft.

PUBLIC FACILITIES - The Public Facilities designation applies to land areas reserved for schools, government administration and operation facilities, and other facilities not of specific open space or recreation value.

Building Intensity: The lot coverage and height limit shall reflect the adjacent land uses where feasible.

ACREAGE AND PERCENT OF LAND USE WITHIN THE CITY OF COTATI

LAND USE	ACREAGE	PERCENT OF TOTAL
Rural	252.93	23%
Residential	407.24	38%
General & Highway Commercial	122.96	11%
General Industrial & Commercial Industrial	77.57	7%
Vacant	160.76	15%
Public Facilities	62.0	6%
Total (Estimate)	**1083.46**	100%

INTERSECTION MITIGATION MEASURES NEEDED AT BUILDOUT OF THE GENERAL PLAN TO ACHIEVE SERVICE LEVEL C

The following intersection improvements would be needed at buildout of the General Plan. It should be pointed out, however, that intersection service levels and mitigation measures based on long range general plans can be misleading for two reasons.

First, the improvements that will be needed at intersections may be a small part of future roadway improvement needs. In the case of the Cotati General Plan it has been pointed out previously that much of the roadway system connecting the intersections listed below would require widening in its entirety to accommodate projected traffic volumes between intersections. For the buildout scenario tested here for intersection needs, Gravenstein Highway would have to be widened to six lanes between Stony Point Road and the southbound U.S. 101 freeway ramps intersection,. Old Redwood Highway and Commerce Avenue would have to be widened to 4 lanes throughout the City.

Second, intersection service level values are computed to an accuracy of plus/minus 5%. The land use densities upon which traffic forecasts are made cannot be predicted to such accuracies in long range general plans. The specific mitigation measures listed below should be considered as general indications and not as specific long range needs.

Gravenstein/Madrone

Signalize if/when ever warranted by actual traffic counts. (As is the case for this and other suggested signal installations listed below, traffic signals should not be activated until warrants based on actual counts and existing conditions are met. Premature activation of signals leads to unnecessary traffic accidents, travel delay and smog production. The general buildout land development information available at this time does not produce high enough future cross traffic volumes to allow one to predict that traffic signals will actually be warranted. A signal, however, would be the only means of improving the service level for the cross street approach to the intersection.)

Gravenstein/West Cotati

Construct separate left and right-turn lanes on the West Cotati approach to the intersection (improves LOS by one level). Signalize if/when ever warranted by actual counts.

Gravenstein/Old Redwood

Add dual left-turn lanes on both the eastbound and northbound approaches. Two outbound intersection lanes will be needed downstream (northbound on Commerce and westbound on Gravenstein) to accept traffic from the 2 turn lanes.

Intersection Mitigation Measures Needed at Buildout of the General Plan to Achieve Service Level C - (Cont'd)

Old Redwood/East Cotati

Signalize when warranted by actual counts and construct dual southbound left-turn lanes as well as two outbound intersection lanes eastbound on East Cotati to accept traffic from the 2 turn lanes.

Old Redwood/Park (North)

Channelize the intersection for traffic safety as follows: a) construct a raised, free right-turn island separating the westbound left and right-turn movements exiting Park Avenue; b) construct a raised median island on the north leg of Old Redwood together with a southbound left-turn lane on Old Redwood. Leave an opening opposite Page Street in this median. Preserve enough right-of-way on Old Redwood to eventually add a northbound left-turn lane, for turns to Page Street, side by side with the southbound left-turn lane. (Together with eventual widening of Old Redwood to 4 through lanes, Old Redwood would be 6 lanes wide near Park [north] and Page.); c) construct a northbound deceleration/right-turn lane on Old Redwood. [Due to planned closure of Park Avenue south of Benson Lane, left turns will have to be made from Park Avenue to Old Redwood Highway at the Park Avenue (north) intersection. The turn volume, however, will be too low to warrant a traffic signal, the only means of achieving Service Level C for the turn.]

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle (sec)
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase and not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 5.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	5.1 to 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	15.1 to 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	25.1 to 40.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	40.1 to 60.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with oversaturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending primarily on the downstream back-up conditions.	> 60.0

References: *Highway Capacity Manual*, Special Report No. 209, Transportation Research Board, 1985.

DESCRIPTION OF INTERSECTION CAPACITY ANALYSIS
UNSIGNALIZED METHOD/ALL-WAY STOP METHOD

Background

The method of unsignalized intersection capacity analysis used in this study is from Chapter 10, "Unsignalized Intersections" of the Highway Capacity Manual, Special Report No. 209, Transportation Research Road, 1985 and 1994.

This method applies to two-way STOP sign or YIELD sign controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on two factors:

1. The distribution of gaps in the major street traffic stream.

2. Driver judgment in selecting gaps through which to execute their desired maneuvers.

It is assumed that gaps in the traffic stream are randomly distributed. For this reason, the methodology will be less reliable in situations in which the conflicting flows are strongly platooned, as would be the case at many urban intersections where the major street is part of a signalized network.

This method assumes that major street traffic is not affected by minor street flows. This assumption is generally good for periods when the operation is smooth and uncongested. (When congestion occurs, it is likely that major street traffic will experience some impedance due to minor street traffic.) Left turns from the major street are assumed to be affected by the opposing major street flow, and minor street traffic is affected by all conflicting movements.

Input Data

The general procedure to calculate the level of service is as follows:

1. Define existing geometric and volume conditions for the intersection under study.

2. Determine the conflicting traffic through which each minor street movement and the major street left-turn must cross.

3. Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing the conflicting traffic stream.

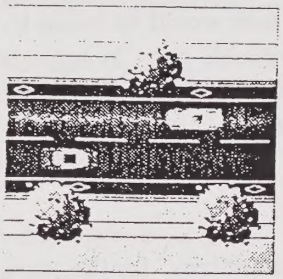
4. Determine the capacity of the gaps in the major traffic stream to accommodate each of the subject movements that will utilize these gaps.

5. Adjust the capacities found to account for impedance and the use of shared lanes.

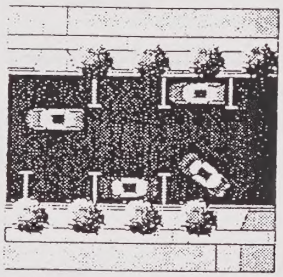
6. Compute the reserve, or unused, capacity for each minor street movement by subtracting the total volume or flow rate using the lane (in passenger cars per hour) from the lane's capacity.

Typical Menu of Traffic Calming Devices

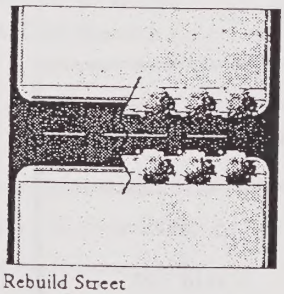
Narrowing the Street



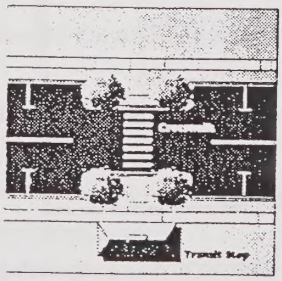
Stripe lanes



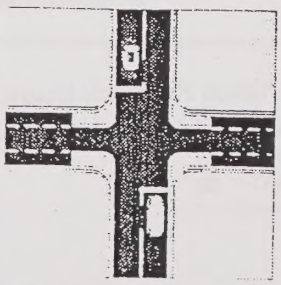
Parking



Rebuild Street

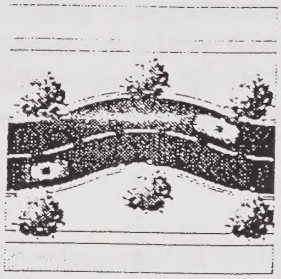


Bulbout Midblock

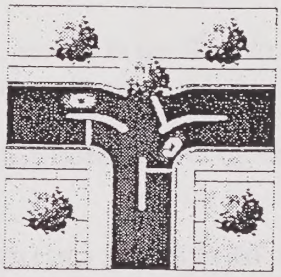


Bulbout Intersection

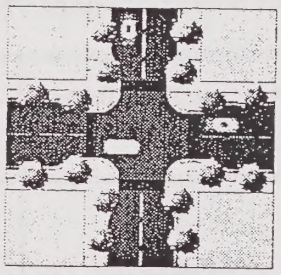
Deflecting the Vehicle Path



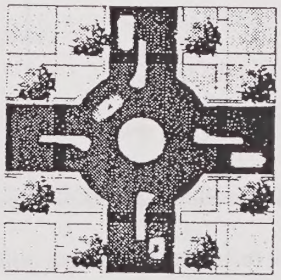
Chicane



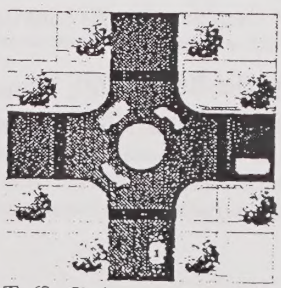
Modified Intersection



Knockdown

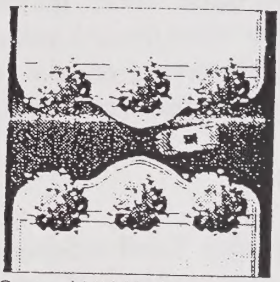


Roundabout

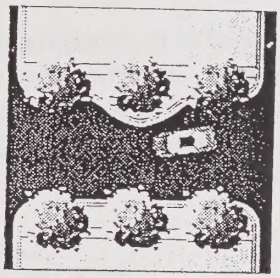


Traffic Circle

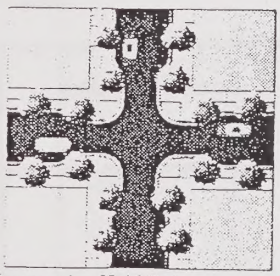
Sharing the Pavement



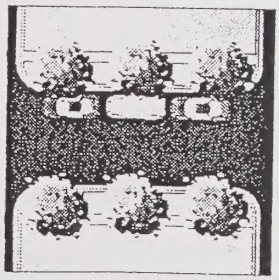
Centered Mid-block Yield Point



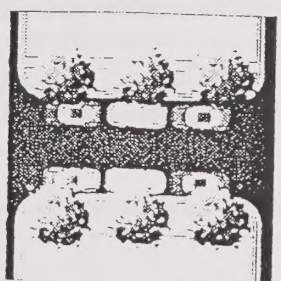
Offset Yield Point



Intersection Yield Point



On-Street Parking One Side



On-Street Parking Both Sides

Gaps are utilized by vehicles in the following priority order:

1. Right turns from the minor street
2. Left turns from the major street
3. Through movements from the minor street
4. Left turns from the minor street

For example, if a left-turning vehicle on the major street and a through vehicle from the minor street are waiting to cross the major traffic stream, the first available gap of acceptable size would be taken by the left-turning vehicle. The minor street through vehicle must wait for the second available gap. In aggregate terms, a large number of such left-turning vehicles could use up so many of the available gaps that minor street through vehicles are severely impeded or unable to make safe crossing movements.

Level of Service

See the following table "Level of Service Criteria for Unsignalized Intersections" for the relationship between reserve capacity, delay and level of service.

Caution should be used in the interpretation of the levels of service. They are stated in general terms, without specific numeric values. It is, therefore, not possible to directly compare an unsignalized level of service with a signalized level of service in terms of specific delay values without collecting data directly at the subject site. The levels of service described for this methodology are not associated with the delay values cited for signalized intersections in Chapter 9.

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS AND
ALL-WAY STOP INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)	Reserve Capacity (vehicles per hour)
A	≤5	≥ 400
B	>5 and ≤10	300 to 399
C	>10 and ≤20	200 to 299
D	>20 and ≤30	100 to 199
E	>30 and ≤45	0 to 99
F	>45	*

* *When demand volume exceeds the capacity of the lane, extreme delays will be encountered along with queuing which may cause severe congestion and affect other traffic movements at the intersection. This condition usually warrants improvement to the intersection and/or a change in the type of traffic control.*

Reference: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985
Highway Capacity Manual, Special Report 209, Transportation Research Board, 1994

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Summary of Intersection Level of Service Calculations
(P.M. Peak Hour)

Intersection Approach	Existing Conditions		Future Buildout		Future Buildout (mitigated)	
	Delay	LOS	Delay	LOS	Delay	LOS
1. S.R. 116 (Gravenstein Highway)/U.S. 101 Northbound Off-ramp	9.3	B	31.8	D	9.1	B
2. S.R. 116 (Gravenstein Highway)/U.S. 101 Southbound Off-ramp	10.2	B	12.9	B	No mitigation needed	
3.S.R. 116 (Gravenstein Highway)/Redwood Drive	10.6	B	14.0	B	No mitigation needed	
4.S.R. 116 (Gravenstein Highway)/W. Cotati Avenue	0.3	A	*	F	12.9	B
NB (W. Cotati Avenue) Left	42.1	E	*	F		
NB (W. Cotati Avenue) Right	5.6	B	23.7	D		
WB (S.R. 116) Left	4.5	A	5.6	B		
5.S.R. 116 (Gravenstein Highway)/Alder Avenue	0.2	A	0.2	A	No mitigation needed	
SB (Alder Avenue) Approach	13.7	C	21.5	D		
EB (S.R. 116) Left	6.5	B	8.6	B		
6. Redwood Drive/Helman Lane	0.5	A	0.5	A	No mitigation needed	
NB (Redwood Drive) Appraoch	3.1	A	3.5	A		
EB (Helman Lane) Approach	5.6	B	7.1	B		
7. Gravenstein Highway/Old Redwood Highway	26.1	D	171.3	F	31.5	D
8. Old Redwood Highway/Commerce Boulevard	36.7	E	464.7	F	26.5	D
WB (Commerce Boulevard) Left	127.5	F	1683	F		
WB (Commerce Boulevard) Right	5.5	B	8.3	B		
9. Old Redwood Highway/E. Cotati Avenue-W. Sierra Avenue	23.0	C	38.8	D	No mitigation needed	
10. Old Redwood Highway/Valparaiso Avenue-Mrytle Avenue	12.5	B	13.4	B	No mitigation needed	
11. W.Sierra Avenue/U.S. 101 Southbound On-ramp-W. School Street	1.3	A	2.7	A	No mitigation needed	
SB (W. School Street) Approach	5.6	B	10.5	C		
EB (W. Sierra Avenue) Left	2.4	A	2.6	A		
WB (W. Sierra Avenue) Left	2.5	A	2.9	A		

Notes:

Delay = average delay per vehicle in seconds; LOS = Level of Service
NB = northbound SB= southbound EB = eastbound WB = westbound
xxx = Overall Delay and LOS at unsignalized intersections
* = Delay estimated based on level of service calculation and field measurement of existing conditions

Intersection Approach	Existing Conditions		Future Buildout		Future Buildout (mitigated)	
	Delay	LOS	Delay	LOS	Delay	LOS
12. W.Sierra Avenue/U.S. 101 Northbound Off-ramp	1.9	A	2.3	A	No mitigation needed	
NB (101 NB Ramps) Approach	4.2	A	6.7	B		
13. E. Cotati Avenue/LaSalle Avenue	7.6*	B	51.4*	F	8.5	B
14. E. Cotati Avenue/Adrian Drive	12.3	B	17.3	C	No mitigation needed	
15. E. Cotati Avenue/Lancaster Drive	9.2	B	10.2	B	No mitigation needed	
16. E. Cotati Avenue/Beverly Avenue	1.3	A	17.8	C	11.9	B
SB (Beverly Avenue) Approach	27.8	C	61.0	F		
EB (E. Cotati Avenue) Left	4.4	A	5.0	B		
17. E. Cotati Avenue/Charles Street	1.6	A	2.3	A	No mitigation needed	
NB (Charles Street) Approach	10.8	C	24.9	D		
WB (E. Cotati Avenue) Left	5.7	B	8.5	B		

Notes: Delay = average delay per vehicle in seconds; LOS = Level of Service
NB = northbound SB= southbound EB = eastbound WB = westbound
xxx = Overall Delay and LOS at unsignalized intersections
* = Delay estimated based on level of service calculation and field measurement of existing conditions

Summary of Roadway Segment Levels of Service (p.m. peak hour)

Segment	Facility Type	Northbound/Eastbound					Southbound/Westbound				
		Volume	Capacity	V/C	Speed	LOS	Volume	Capacity	V/C	Speed	LOS
A. Existing Conditions (Year 1996)											
1. Gravenstein Hwy (W City Limits to W Cotati Ave)	Rural A	632	1,600	0.40	49.6	A	1,122	1,600	0.70	26.3	E
2. Gravenstein Hwy (W Cotati Ave to Redwood Dr)	Rural B	685	1,500	0.46	39.1	A	1,172	1,500	0.78	19.5	E
3. Gravenstein Hwy (Redwood Dr to Old Redwood Hwy)	Art II	1,200	1,800	0.67	23.4	C	955	1,800	0.53	29.2	B
4. Old Redwood Hwy (Commerce Blvd to Gravenstein H)	Art II	1,296	1,800	0.72	20.9	C	493	1,800	0.27	34.5	A
5. Old Redwood Hwy (Gravenstein Hwy to E Cotati Ave)	Art II	977	1,800	0.54	28.8	B	992	1,800	0.55	28.4	B
6. Old Redwood Hwy (E Cotati Ave to Myrtle Ave)	Art II	513	900	0.57	27.7	B	462	900	0.51	29.8	B
7. Old Redwood Hwy (Myrtle Ave to S City Limits)	Rural B	747	1,500	0.50	37.0	B	444	1,500	0.30	43.8	A
8. W Sierra Ave (Old Redwood Hwy to NB offramp)	Art III	358	700	0.51	29.9	A	235	700	0.34	33.9	A
9. W Sierra Ave (NB offramp to SB onramp)	Art III	98	700	0.14	35.0	A	244	700	0.32	34.1	A
10. E Cotati Ave (Old Redwood Hwy to La Salle Ave)	Art II	837	1,800	0.41	31.3	A	642	1,800	0.36	33.6	A
11. E Cotati Ave (La Salle Ave to E City Limits)	Art II	853	1,800	0.41	31.1	A	690	1,800	0.38	33.2	A
12. Commerce Blvd (City Limits to Old Redwood Hwy)	Art II	421	900	0.41	31.3	A	554	900	0.62	25.8	B
B. General Plan Buildout (Year 2016)											
1. Gravenstein Hwy (W City Limits to W Cotati Ave)	Rural A	835	1,600	0.52	41.25	C	1,388	1,600	0.87	15.5	C
2. Gravenstein Hwy (W Cotati Ave to Redwood Dr)	Art I	1,208	960	1.26	4.6	F	1,458	960	1.52	2.3	F
3. Gravenstein Hwy (Redwood Dr to Old Redwood Hwy)	Art II	1,797	1,800	1.00	10.0	E	1,362	1,800	0.76	19.2	C
4. Old Redwood Hwy (Commerce Blvd to Gravenstein H)	Art II	1,777	1,800	0.99	10.4	E	639	1,800	0.36	33.7	A
5. Old Redwood Hwy (Gravenstein Hwy to E Cotati Ave)	Art II	1,381	1,800	0.77	18.7	C	1,429	1,800	0.79	17.9	D
6. Old Redwood Hwy (E Cotati Ave to Myrtle Ave)	Art II	704	900	0.78	18.1	C	695	900	0.77	18.5	C
7. Old Redwood Hwy (Myrtle Ave to S City Limits)	Rural B	993	1,500	0.66	26.9	D	677	1,500	0.45	39.3	A
8. W Sierra Ave (Old Redwood Hwy to NB offramp)	Art III	580	700	0.83	16.1	C	415	700	0.59	26.7	A
9. W Sierra Ave (NB offramp to SB onramp)	Art III	223	700	0.32	34.1	A	421	700	0.60	26.4	A
10. E Cotati Ave (Old Redwood Hwy to La Salle Ave)	Art II	1,085	1,800	0.60	26.3	B	923	1,800	0.51	29.8	B
11. E Cotati Ave (La Salle Ave to E City Limits)	Art II	1,085	1,800	0.60	26.3	B	962	1,800	0.53	29.1	B
12. Commerce Blvd (City Limits to Old Redwood Hwy)	Art II	913	900	1.01	9.6	F	716	900	0.84	15.5	E

Notes: Facility Types: see next page; V/C = Volume to Capacity Ratio; Speed is in mph; LOS = Level of Service

Speed and Level of Service for Various Facility Types

	Art I	Art II	Art III	Rural A	Rural B	Rural C
Range of Free Flow Speeds (mph)	45 to 35	35 to 30	35 to 25	55 to 45	45 to 35	35 to 30
Typical Free Flow Speed (mph)	40 mph	33 mph	27 mph	50 mph	40 mph	33 mph
Level of Service	**Average Travel Speed (mph)**					
A	≥35	≥30	≥25	≥47	≥38	≥31
B	≥28	≥24	≥19	≥43	≥34	≥28
C	≥22	≥18	≥13	≥35	≥28	≥23
D	≥17	≥14	≥9	≥31	≥23	≥20
E	≥13	≥10	≥7	≥23	≥18	≥15
F	< 13	< 10	< 7	< 23	< 18	< 15

Source: Chapter 11, "Urban and Suburban Arterials", *Highway Capacity Manual*, Special Report 209, Transportation Research Board,1994.

Art I = Arterial Class I
Art II = Arterial Class II
Art III = Arterial Class III
Rural A = Rural Class A
Rural B = Rural Class B
Rural C = Rural Class C

Noise and Land Use Compatibility Standards

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE L_{dn} OR CNEL, dB 55 60 65 70 75 80
Residential, Hotels, and Motels	//////// xxxxxxxx
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	//////// xxx
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	//////// xxxxxxxx
Office Buildings, Business Commercial, and Professional	////// xxx
Auditoriums, Concert Halls, Amphitheaters	//////// xxxxxxxxxxxxxx
Industrial, Manufacturing, Utilities, and Agriculture	////////

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal convention construction, without any special insulation requirements.

CONDITIONALLY ACCEPTABLE

Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

UNACCEPTABLE

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

SOURCE: Illingworth & Rodkin, Inc./Acoustical Engineers

Allowable Noise Exposure From Non-Transportation Noise Sources

	Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)
Hourly L_{eq} , dB	50	45
Maximum Level, dB	70	65
Maximum Level, dB (Impulsive Noise)	65	60

Guidelines for Use of Table 3.2

1. The measurements are made at the property line of the receiving land use. The effectiveness of noise mitigation measures should be determined by applying the standards on the receptor side of noise barriers or other property line noise mitigation measures.

2. The nighttime standards apply only when the receiving land use operates or is occupied during nighttime hours.

3. Sound level measurements to determine maximum level noise shall be made with "slow" meter response.

4. Sound level measurements for impulsive noise sources shall be made with "fast" meter response. Impulsive noises are defined as those which have sharp, loud peaks in decibel levels but which quickly disappear. Examples include a dog's bark, a hammer's bang and noise with speech or music content.

Community Development

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
1.1.1	❖					❖	
1.1.2	❖					❖	
1.1.3						❖	
1.1.4						❖	
1.2.1	❖						
1.2.2	❖						
1.2.3	❖						
1.2.4	❖						
1.3.1	❖						
1.3.2	❖				❖		
1.3.3	❖						
1.3.4	❖						
1.4.1	❖						
1.4.2	❖						
1.4.3	❖						
1.4.4	❖						
1.4.5	❖						
1.4.6	❖						
1.4.7	❖						
1.4.8	❖						
1.4.9	❖						
1.4.10	❖						
1.4.11	❖						
1.4.12	❖						
1.4.13	❖						
1.5.1	❖				❖		
1.5.2	❖		❖		❖	❖	
2.1.1	❖	❖					
2.1.2		❖				❖	
2.1.3		❖					
2.1.4		❖					
2.1.5		❖					
2.1.6		❖					
2.1.7		❖					
2.2.1		❖				❖	
2.2.2		❖				❖	
2.2.3		❖					
2.2.4		❖				❖	
2.2.5		❖					
2.2.6		❖				❖	

Community Development

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
2.2.7		❖					
2.2.8		❖				❖	
2.2.9						❖	
2.3.1	❖	❖					
2.3.2	❖	❖					
2.3.3	❖	❖					
2.3.4	❖	❖					
2.4.1		❖				❖	
2.4.2.	❖	❖					
2.4.3		❖				❖	
2.4.4	❖	❖					
2.4.5	❖	❖					
2.4.6	❖	❖				❖	
3.1.1	❖	❖		❖		❖	
3.2.1	❖						
3.2.2	❖		❖				
3.2.3	❖						
3.3.1	❖						❖
3.3.2	❖						❖
3.3.3	❖						❖
3.3.4		❖					❖
3.3.5							❖
3.3.6	❖						❖
3.3.7	❖	❖					❖
3.3.8	❖						❖
4.1.1	❖				❖		
4.1.2	❖				❖		
4.1.3	❖				❖		
4.1.4	❖			❖	❖		

Quality of Life

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
5.1.1	❖		❖				
5.1.2	❖		❖	❖			
5.1.3	❖		❖				
5.1.4			❖				
5.1.5	❖		❖				
5.1.6	❖		❖				
5.2.1	❖						
5.2.2	❖		❖	❖			
5.2.3	❖		❖				
5.2.4	❖		❖				
5.2.5	❖		❖				
5.2.6	❖		❖				
5.3.1	❖		❖				
5.3.2	❖		❖				
5.3.3	❖		❖				
5.3.4	❖		❖				
5.3.5	❖		❖				
5.3.6	❖		❖				
5.3.7			❖				
5.3.8	❖		❖				
5.3.9	❖		❖				
5.4.1			❖				
5.4.2			❖				
5.5.1	❖		❖	❖			
5.5.2	❖		❖				
5.5.3	❖		❖				
6.1.1	❖		❖			❖	❖
6.2.1	❖		❖	❖			
6.3.1			❖	❖			
6.3.2			❖			❖	
6.3.3			❖			❖	
6.3.4			❖	❖		❖	
6.4.1	❖	❖		❖		❖	
6.4.2	❖	❖				❖	
6.4.3	❖	❖		❖			
6.5.1	❖		❖		❖	❖	
6.5.2	❖		❖		❖		
6.5.3	❖					❖	
6.5.4	❖		❖				
7.1.1	❖					❖	

Quality of Life

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
7.1.2	❖					❖	
7.1.3	❖					❖	
7.1.4				❖		❖	
7.2.1						❖	
7.2.2				❖	❖	❖	
7.2.3				❖		❖	
7.2.4						❖	
7.3.1	❖				❖	❖	
7.3.2	❖				❖	❖	
7.3.3				❖		❖	
7.4.1						❖	
7.4.2						❖	
7.4.3		❖				❖	
7.4.4						❖	
7.4.5						❖	
7.4.6						❖	
7.4.7						❖	
7.5.1						❖	
7.5.2						❖	
7.5.3						❖	
7.6.1		❖				❖	
7.6.2		❖				❖	
7.6.3		❖				❖	
7.6.4		❖				❖	
8.1.1	❖						
8.2.1				❖		❖	
8.2.2						❖	
8.3.1						❖	
8.3.2						❖	
8.4.1	❖					❖	
8.4.2	❖						
8.4.3	❖		❖				
8.5.1	❖						
8.6.1						❖	
8.6.2						❖	
8.6.3						❖	
9.1.1	❖			❖			
9.1.2	❖			❖			
9.2.1				❖			
9.2.2	❖	❖		❖			

Quality of Life

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
9.2.3				❖			
9.2.4				❖			
9.2.5		❖		❖			
9.3.1				❖			
9.3.2				❖			
9.3.3	❖				❖		
9.4.1	❖		❖				
9.4.2	❖						
9.5.1				❖			
9.5.2				❖			
9.5.3	❖			❖			
9.5.4				❖			
9.5.5				❖			

Economic Vitality

General Plan Elements

10.1.1	❖						
10.1.2	❖						
10.1.3	❖					❖	
10.2.1	❖						
10.2.2	❖					❖	
11.1.1	❖	❖					
11.1.2		❖					
11.1.3	❖	❖					
11.1.4		❖				❖	
11.2.1	❖	❖					
11.3.1	❖	❖					
11.3.2.	❖					❖	
11.3.3	❖						
11.3.4		❖				❖	
11.3.5				❖			
11.4.1	❖						
11.4.2	❖					❖	
11.5.1	❖						
11.5.2	❖						

Community Identity

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
12.1.1	❖						
12.1.2	❖						
12.1.3					❖		
12.1.4		❖			❖		
12.1.5	❖						
12.1.6				❖	❖		
13.1.1	❖				❖		
13.1.2	❖						
13.1.3	❖						
13.1.4				❖	❖	❖	
13.1.5				❖	❖	❖	
13.1.6	❖			❖	❖	❖	
13.1.7	❖				❖		
13.1.8	❖			❖		❖	
13.1.9	❖			❖			
13.1.10	❖				❖		
13.1.11	❖			❖	❖		
13.1.12	❖			❖	❖		
13.2.1	❖				❖		
13.2.2				❖	❖	❖	
13.2.3					❖		
13.2.4		❖					
13.2.5					❖	❖	
13.2.6	❖						
13.2.7	❖						
13.3.1						❖	
13.4.1					❖		
13.4.2	❖					❖	
13.4.3	❖				❖		
13.4.4	❖						
13.4.5	❖			❖	❖		
14.1.1	❖			❖			
14.1.2		❖				❖	
14.2.1				❖			
14.2.2	❖			❖			
14.3.1	❖				❖		
14.3.2					❖		
14.3.3					❖		
15.1.1	❖	❖					
15.1.2	❖						

Community Identity

General Plan Elements

POLICY #	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SAFETY	NOISE
15.2.1	❖						
15.2.2	❖						
15.2.3	❖			❖		❖	
15.2.4	❖	❖		❖			
15.2.5	❖						
15.2.6	❖	❖					

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